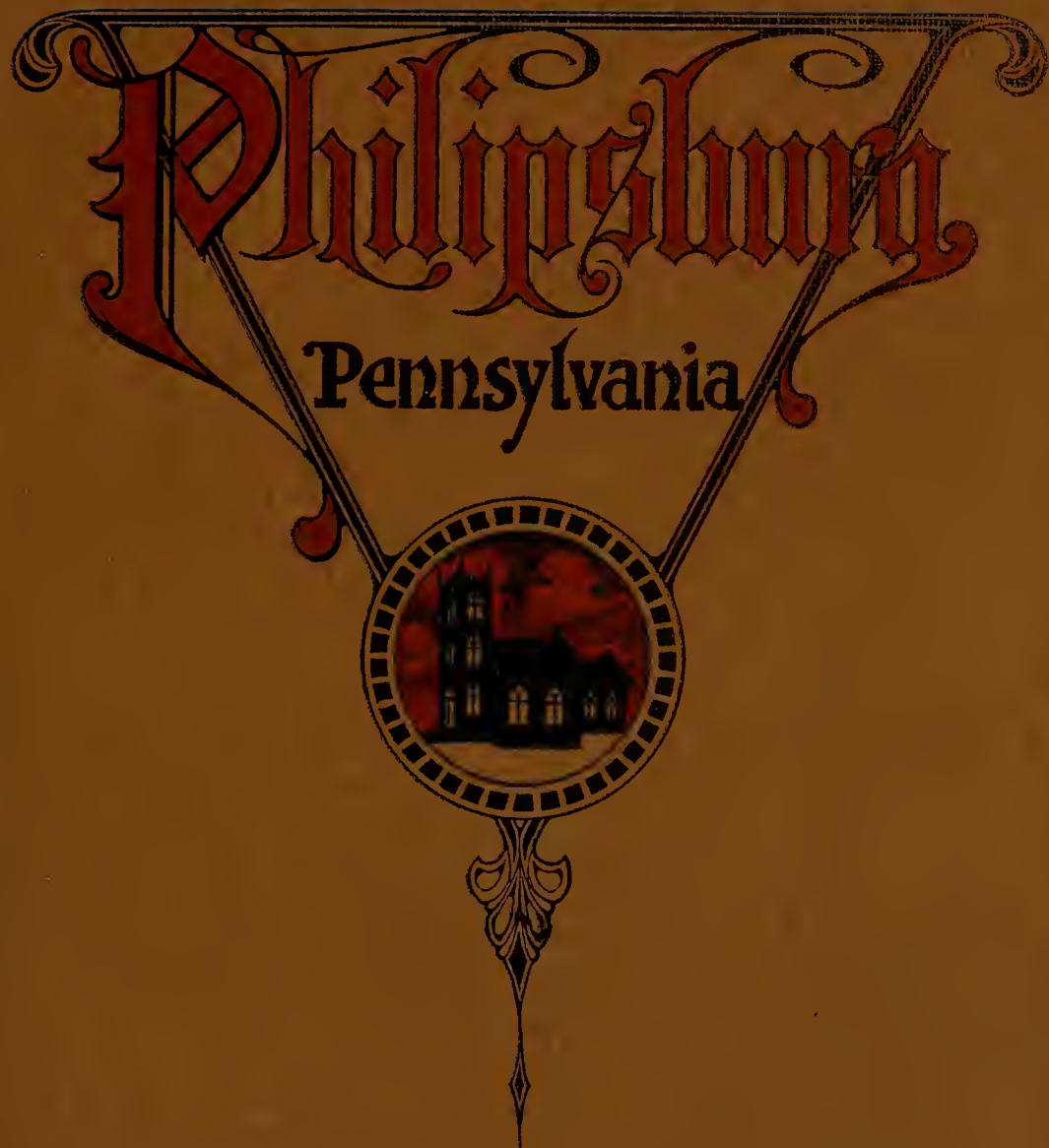


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Souvenir History



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Illustrated Souvenir History

OF

PHILIPSBURG PENNSYLVANIA

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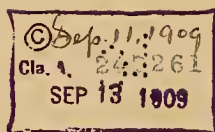
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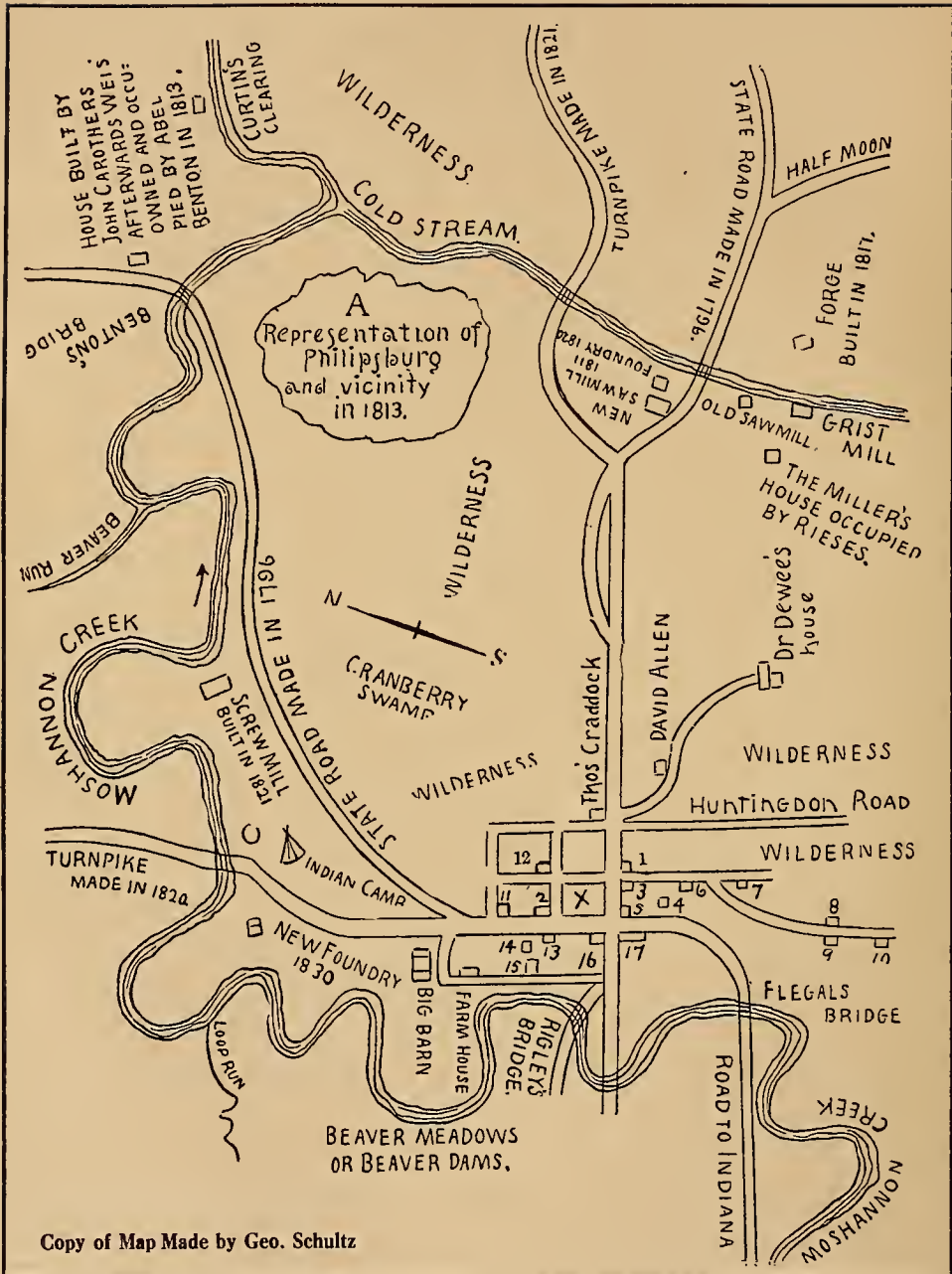
*HISTORY OF PHILIPSBURG

FROM PIONEER DAYS TO PRESENT TIME

L Names of Founders and First Settlers. Early Industries, including the First Screw Mill in the United States, and first Attempt to Build a Railroad Across the Allegheny Mountain. **C** Facts about the Organization of the Borough, Schools, Saw Mills, Mines, and other interesting information never before published.

By S. B. ROW

Philipsburg in 1813



GUIDE FOR MAP

On Preceding Page

1. Schultz's house, first in town, built 1797.
2. Simler's first house, built in 1797. Sold to and occupied by Loraine in 1813.
3. Ries' house, afterwards moved to No. —.
4. By John Weld, and occupied by him.
5. Turner's house.
6. Joseph Barth's house, not finished.
7. Schillo's house, occupied by Clinton's in 1813.
8. Doctor Leopoldt's house.
9. Jacob Meyers' house, occupied by Weis in 1813.
10. Dr. Bergman's house, occupied by Jacob Hoover.
11. Henry and James Philips' house, occupied by Hardman Philips in 1813.
12. Simler's second house, built in 1813.
13. McAuley's house.
14. Klumbach's house.
15. Weis' cabin.
16. Rigley's house, occupied by his son-in-law, Isaac Goon, in 1813.
17. Rigley's barn.
- X. Soldiers' Encampment in 1813.

EXPLANATORY



IN the summer of 1898, an "Historical Sketch of Philipsburg," which I had previously prepared from rather scant data for "Notes and Queries," was republished in one of the local newspapers. Since then, from hitherto unexplored sources, much interesting information on the subject generally, but more especially concerning the commencement of the town, has been collected little by little, as the herbalist gathers his simples, and incorporated with the original narrative which, however, forms only about one-fourth of the following history, the greater portion of it being constructed of material never before used in any work relative to this locality. A well-preserved day-book and ledger of the Philips' stores for the years 1797, 1798 and 1799, kindly furnished by Mr. John D. Gill, have supplied dates, facts and names that were partially or wholly lacking, and have likewise thrown a great deal of light on the manners, customs and occupations of the pioneers as well as on the way in which the work of improvement was carried on.

In the chapters on saw-mills, lumber and coal, incidents not occurring in this immediate vicinity are referred to because they are essential to a full and correct understanding of matters having a direct bearing on enterprises with which citizens of Philipsburg had been closely identified. It is for this reason that the unfortunate collisions growing out of the introduction of log-floating are mentioned, and the recital of circumstances connected with some of the events will give people of the present day a fair conception of the bitter feeling that actuated the contending parties, but which died out years ago and is now nearly forgotten.

A full list of Burgesses and members of the Town Council; from the organization of the Borough until the present time, will be found in the part devoted to that subject. The names of citizens who composed the several Boards of Education, from 1887 till 1903 inclusive, are also given, but it is regretted, for the reason set forth in the article on schools, that a complete list of former Directors could not be procured. It should be kept in mind, too, that what is said about the Coal Industry represents the condition of the business from the start in 1861 to the close of the year 1903, and while some changes have more recently taken place, the writer feels confident that on this, as on every other subject, all essential statements for the period they cover, are correct and reliable. With the assurance that he has confined himself to well-authenticated facts and endeavored to present them in a plain, perspicuous manner, he hopes the intelligent reader will not only be interested in the perusal of the subjoined pages, but will also realize the wonderful transformation this region has undergone in its general appearance during the hundred and odd years which have elapsed since Mr. Henry Philips selected a site for the town still bearing his family name.

To my good friends, Christopher C. and Frederick W. A. Schultz, I am indebted for numerous courtesies, especially for the privilege of gleaning from the manuscript of their father, George Schultz, deceased, information and reminiscences that could not have been obtained from any other source. My thanks are also due several other persons for kindly furnishing me some quite useful data.

S. B. ROW.

Philipsburg, Centre Co., Pa., 1903.

History of Philipsburg

PART I.

Purchase of Lands—Selection of Town Site—Work of Improvement, Etc.



ON the extreme western border of Center County, where a stream with an aboriginal name forms the line that separates it from that of Clearfield, snugly nestles the town of Philipsburg. It is in a limited sense an old place, for its inception dates back more than a century of time, and some of the leading events in its history are neither ordinary nor uninteresting.

In the years 1795-6, Henry Philips a member of the firm of John Leigh Philips & Brothers, of Manchester, England, purchased on account of his house, from Robert Morris, Chancellor Wharton, Thos. Billington and others, for the sum of \$173,000, a large tract of unimproved lands, on the western slope of the Allegheny mountain, covering parts of the present counties of Center, Clearfield and Cambria. The region was then a dense wilderness, the habitation of bears, wolves, panthers and other wild animals. A few of the Cornplanter tribe of Indians also lingered on their hunting grounds in this vicinity, but being peaceable and inoffensive, readily adapted themselves to the new order of things, and ere many moons had passed away, traded moccasins, raccoon, fox, deer and other skins, for blankets, shawls, handkerchiefs, etc. Their surnames are not given in the account books of the Philips' store, but some of them are designated as "Big John," "Big John's Brother," "Little John," "Captain Logan," and one as "Lady Indian."

The period of the town's settlement has heretofore been involved in doubt, but the day-book and ledger of 1797, 1798 and 1799, mentioned in the Preface, have entries fixing the time somewhat definitely, and clearing up other matters that were obscure or enigmatical. They contain numerous dates and facts which, grouped and considered together, render it certain that Henry Philips, in the summer of 1796, located at the village of Milesburg, which had been laid out three years previously, and from there directed the initiatory affairs of the great enterprise entrusted to his management. One of his first acts was to start a skillful surveyor, named Treczulney (pronounced Tre-yul-ney), with such assistants as were needed, in search of

a suitable location for a town. This work was performed expeditiously, and the site chosen was on a piece of rising ground on the eastern side of the Moshannon, along the banks of which were stretches of meadow where that ingenious rodent, the beaver, built dams and made his home. For his own convenience, and as a means of promoting the business he had in hand, Mr. Philips also established a store at Milesburg, which enabled him to furnish his surveying party, as well as the pioneer settlers of the new town, with provisions, groceries and other supplies, and in order to facilitate their delivery, he had them conveyed across the mountain on pack horses kept for that purpose.

* * * * *

As an inducement to settlers, Mr. Philips offered a town lot, together with a four-acre outlot, to each one of the first twelve men who would come hither with the intention of remaining. Those who availed themselves of this offer were Dr. Konrad Bergman, a native of Upper Saxony; Jacob Dimeling, of Wurttemberg; John George Schultz, from Magdeburg, in Lower Saxony; John Henry Simler, of Saxe-Coburg; Joseph Barth, of Strasburg, celebrated for its great cathedral; Christian Ries, of Hesse-Cassel; Jacob Meyer, Eberhart Klumbach, John Schillo and John Leopoldt, also from Germany, but from what particular provinces is not known; James McCauley from Scotland, and William Leary from Ireland.

These men had all braved the dangers of the ocean in emigrating from Europe to America, and influenced no doubt by alluring inducements, plodded their way into what then was a remote backwood's region, conveying some of their effects on horses and part of them on their own shoulders. After a long and tiresome journey they arrived at their destination, but instead of the sloop masts they had expected to see on a navigable river, they saw only tall pine trees on the banks of a small and crooked stream—in place of neat and cozy abodes, they found nothing but an unbroken forest in which to seek shelter. Yet in this direct, open contact with nature there was an attractive, exhilarating sensation of freedom never before experienced, and with wild game abundant in the woods and the limpid waters fairly alive with beautiful trout, they had at hand a means of subsistence until ordinary edibles could be obtained. So adapting themselves as best they could to their new environments, they went to work with seemingly good will to cut down the giant trees and put up temporary abodes, but eventually tiring of discomforts and deprivations that were unavoidable, they imbibed a feeling of unrest which neither time nor circumstances could allay.

Among the names in the old ledger appear those of pioneers to whom lots had been donated, Eberhart Klumbach and John Leopoldt, who probably did carpenter work, purchased four planes and a "keyhole saw" on the 20th of April, 1797. James McCauley is charged on the 27th of the same month with 1 lb. coffee, 2 lbs. sugar, and at other times with shad, cheese, 1 shawl, muslin, stockings and 1 quart of whiskey. John Henry Simler is debited on May 7th to shad, coffee, files, etc., and on May 11th Konrad Bergman bought coffee and sugar. John Schillo and Wm. Leary were each charged, on July 5th, with 3 half pints rum. On Sept. 4th, John G. Shooltz, as his name is spelled in the ledger, had £6, 18s. 9d. settled through Alexander McIntire, and on Oct. 31st William Leary got 1 pair women's cloth shoes, 2 red-spotted shawls, 1 case of razors and a shaving cup. On Jan. 25th, 1798, Christian Ries is charged \$2.47 for "sundries carried to his account at Moshannon."

While these dates show conclusively that a portion, if not all, of the original dozen of settlers were here in the spring of 1797, the day-book of the "Milesborough" store has entries making it equally certain that the first of these men had arrived as early as the 7th of February. This day-book also contains itemized lists of provisions and other articles, with the names of the persons by whom they were "packed to Moshannon," (the suffix "town" not being used in any instance), and this mode of transportation was continued until the store was removed in August, 1798, to the new settlement, which at that time already bore the name of "Philipsburg." Meanwhile a two-story building had been put up by Mr. Philips on the southeast corner of Front and Pine streets, where the one owned by S. B. Row now stands. This house he and his younger brother Nathaniel occupied during the time they stayed here, and when it became necessary utilized part of it for a store room until one was provided elsewhere. After the death of Henry it was occupied by James, and subsequently by Mr. Hardman Philips.

Only a few items in the book accounts are dated in January, 1797, but in the months of February and March they become more numerous. Fourteen commence on the 11th of April, and a larger number on the ensuing four days, among them being those of Philip Antes, Robert Askey, Joseph Green, John Hall, John Holt, George Hoover, Jon. McClure, Col. John Patton, Joseph Pugh, James Williams and Joshua Williams. The prices which various kinds of commodities commanded at that time are given in some of these accounts. For example, Joseph Green is charged 47 cents a yard for calico, 43 cents a pound for coffee, 25 cents a pound each for sugar, cheese and soap, and on a later date with "4 yards of striped calico, \$4.00." William McMullen paid \$2.00 for a half bushel of salt; Alex. McNaughton \$3.00 for 100 lbs. of flour; Christopher Erwin 75 cents for three pounds of nails; Mr. Nicholson \$1 for half a pound of saltpeter; Robert Moore 75 cents a yard for linen and 18 cents for one nutmeg; Sarah Lewis 80 cents per yard for muslin; Robert Fleming \$1 a yard for "flowered muslin," and

Mrs. Jane Leathers was charged, on May 20th, with "one pair of white cotton stockings, \$1.33." While one kind of tobacco retailed at 3 cents per "yard," another sold at 33, and a better grade at 40 cents a pound. Writing paper cost 40 cents a quire, and "ink-powder" 25 cents a "pack." Wheat and rye brought \$1 and corn 75 cents a bushel, beef 4½ and pork 6 cents a pound. Whiskey sold readily at 25 cents a quart, "American" segars at 50 cents, and "Spanish" at \$1 per hundred. Common poultry, it seems, however, was not held in very high esteem, for Martin Hoover was allowed but 17 cents for a "dung-hill cock" delivered on the 23d of May.

* * * * *

A singular item, dated April 5th, 1797, is found in the account of Hugh Goloher, in these words:—"100 American segars, per James the Rover, 0.50." Just what is meant by the appellation of "rover," is not altogether certain. It may be synonymous with that of "wood ranger," an officer appointed in early days by the Courts, in at least some of the counties of Pennsylvania. In England it was formerly the custom for owners of large landed property to have a "wood reeve"—that is a steward or overseer of the woods—who had, with his other duties, to see that the roads were kept free from obstructions, especially from the drooping limbs of trees, watch the deer, recover missing animals, and prevent trespassing. A tolerably well-founded opinion prevails that the Philipses, at the start, had intended to establish a manor, patterned after the British model, or like that of Rensselaerwick on the Hudson in New York, and this they might possibly have effected had the idea not been wholly at variance with our form of government. But be this as it may, it is not improbable that they deemed it expedient to have a person acting in the capacity of overseer of their forests in this section of country, and as he would be rambling or wandering around in the performance of his duties, perhaps to prevent the spoliation of timber, the rural populace, discerning in him the habits and characteristics of a "rover," called him by that simple name instead of designating him by the unusual title of "wood reeve"—and as the man was the recognized employee of wealthy landowners, and invested with some authority, he could be safely entrusted with the purchase of the segars, if he did not, indeed, for reasons satisfactory to Mr. Goloher, become their actual recipient. Another account shows that James McCauley was the man referred to in the item quoted at the beginning of this paragraph.

* * * * *

There are no existing obtainable data by which to determine the exact extent of improvements made in 1797—how much land was cleared, what part of their subsistence the settlers raised on it, or the actual number of "log cabins" they erected that year. It is known to a certainty, however, that they succeeded in putting up and rendering habitable several buildings in which they resided that summer and the following winter, and it is reasonable to suppose they had patches of ground where they planted potatoes, turnips and other vegetables which in due season

"yielded seed after their kind." They must, too, have made considerable headway at clearing, for they had two fields ready for buckwheat when the regular time for sowing that kind of cereal came around in the ensuing spring. Much of what was done subsequently is noted in a time record covering many pages of the old day-book and ledger. It gives the names of persons employed, what kind of work each one was daily performing, and under the caption of "general remarks" has a great deal of information concerning the improvements that were then being made. It also specifies the number of pack horses, teams, yokes of oxen, and to what use they were put. As some of these memoranda throw a strong side light on the condition of affairs in the new settlement, they will be quoted at appropriate places in the course of the narrative, but in doing this it will not be practicable in all instances to adhere to strict chronological sequence.

* * * * *

As there is neither traditional nor documentary evidence to the contrary it may be taken for granted that the pioneer settlers passed through the first winter without experiencing any serious want or suffering. In the spring of 1798, as soon as the weather conditions would permit, the work of improvement was resumed and vigorously continued during the ensuing summer. While no record of what was done in the earlier part of the season has been found, the one above alluded to gives many details of the later operations. It states that Thomas Blood, James Develin, John Leopoldt and James Ross were "clearing for wheat near the town" on the 20th of August, and this work was continued by them, off and on, until completed in the latter part of September. In the meantime they also "built a fence around the small buckwheat field," the seed in which, as well as that in "the big buckwheat field," was sown towards the end of June, probably on the 27th or "seven sleeper's day," which some of the early inhabitants imagined would insure its certain growth.* Again, it is stated in the record that Joshua Skidmore, on the 27th of August, "rolled logs in the new wheat-field;" on the succeeding four days was clearing for McDonnell, making fence with McCauley, and butchering. During the first eight days of October, "Ries, the miller," operated the saw mill, located on Coldstream near where the Port Matilda road now crosses it. At a later date he "made a bridge" over its clear, rippling waters. On October 10th, James Ross, with two of the millwrights, was at "a raising" with Robert Anderson; at a "frolick" with Lawrence McDonnell on the 14th; sowing wheat on the 17th and 18th; finished grubbing the turnip field on the 20th, and on the 21st

was "clearing and burning brush below the field on the Moshannon." James Develin and James McGlaughlin, on the 17th, were hunting the old horse "Arthur," who had strayed away some time in the previous week. Under the head of "wagons," it is noted that "two wheels were used by Drury, Weis and Meyer to haul flour" on the latter day, and that Pat Bryson was employed at "mending wagons" on the three succeeding days. On the 27th, "all the townspeople and settlers" were at the raising of a very large barn on the ground where the Pennsylvania freight house now stands; James Ross was "thrashing flax a. m." of the 28th, and burning logs around the barn in the afternoon. On October 1st, McGlaughlin, Ross and Skidmore were "mowing the big buckwheat field," and on the third seven men were husking corn, reminding one of the husking parties that in times past were common in the agricultural sections of our country. On the 4th and 5th, five millwrights with thirteen assistants, all of whose names are given in the record, were "raising at the mill." The same crew worked at the barn on the 6th. James Develin, who went on the 7th with three yoke of oxen for the millstone to the "half-way house," returned with it on the following day. From the 8th to the 11th inclusive, several men were gathering and threshing buckwheat. On the 15th, James Ross made a "riddle" and on the next day commenced "riddling the buckwheat," a process for cleaning grain that may appear quite novel to a farmer who now uses a power separator for that purpose. Peter Younge, with the Indian and two horses, started on the 12th for the venison and came home the same evening, but there is nothing to indicate whether the "red man," the skillful Peter, or some other "mighty hunter" had killed the deer. Game of this kind was then very plenty, for an entry in the day-book shows that 78 deer skins, together with 2 panther, 5 bear and 16 fox pelts, were sent from the store of "Henry Philips & Co." to Philadelphia at one time, and mention of the venison incident was doubtless made more for the purpose of accounting for the time of Younge and the two horses than to note the circumstance of a buck or a doe having been shot on this occasion. For probably a similar reason, it is stated that James McCauley, who had been sent on the 29th of November for a couple of bears, which it was said, had been killed in the woods, returned without finding either game or hunter, but as "the Indian came in during the evening with the news that he had shot one four miles from here," Nicholas Gebhart, with two horses, accompanied the Indian on the following day and brought in the bear, which was purchased, as the record has it, at a "price not yet determined."

* * * * *

*The "Seven Sleepers," according to a legend of early christianity, were seven noble youths of Ephesus, named Maximian, Malchus, Martinian, Denis, John, Serapion and Constantine. During the time of the persecutions under Decius, emperor of Rome from 249 to 251, they fled to a cavern for refuge, were pursued, discovered and walled in for a cruel death. Tradition has it that they fell into a deep sleep and were miraculously kept in that state until their bodies were found two centuries afterwards, when they were taken out and exposed to the veneration of the faithful. The church consecrated the 27th of June, the date of their incarceration, to their memory, and hence the belief that no harm will befall seed sown on that day.

The foregoing extracts, culled indiscriminately from a large number, show clearly that the affairs of the new community were conducted systematically. It was a busy hive and drones were not tolerated. Not even sex, it seems, secured immunity from duty, for females as well as males labored in the fields. On various days, from June 5th to October 20th, the wives of Bergman, Brison, Heatley,

Klumbach and Weis were hoeing or digging potatoes, raking hay, hoeing corn; Mrs. Kephart and Mrs. Dimeling, who no doubt could wield their sickles dexterously, were helping to reap the rye and fall wheat, and it is likely that others may have "gathered sheaves after the reapers." If the outdoor work at which these good women assisted was not of a pleasurable kind, it is probable that by taking part in it they brought more genuine content and happiness to the humble fireside of these sturdy frontiersmen than is now found in some of the palatial dwellings where luxury and ostentation abound.

* * * * *

The founders of the town, like people of the present era, experienced more or less trouble with domestic help, as is evinced by the statement that James Develin, on the 20th of August, was "cooking for the hands, because Mrs. Leathers had been discharged," and was "housekeeping" for eight or nine additional days, as well as "attending the creatures"—the domestic animals. Occasionally, too, one of the "sterner sex" would do something to cause annoyance. For example, Patrick Kerrighan, a good, all-around worker, was fond of his poteen and once in a while indulged so freely that he would unfit himself for duty. An occurrence of this kind having taken place near the end of August, he is laconically but quite expressively described as being "idle, alias in liquor" for a period of three days, after which it seems, Patrick regained his equilibrium, and during the ensuing fortnight was placidly chopping logs, burning brush, cutting firewood, attending masons, or doing whatsoever else was required of him.

In tracing out the varied labors performed by Kerrighan the interesting fact is learned that, on the 19th of September, 1798, he commenced clearing a lot, and on seven subsequent days he and James Resides were "digging a cellar for the brewery," for which they were to receive "¼ dol. per yard." The work was continued by Resides alone during the first six days of October, and for it was to be paid "18d. per yard solid." The two men labored in the aggregate twenty days at the cellar excavation, but there is nothing in the book to show that the brewery itself was ever built, and all inquiries have failed to elicit anything satisfactory on the subject.

* * * * *

At the time Henry Philips commenced making improvements on the Moshannon there was no road, worthy of being so called, that led thither from the east side of the mountain. As early as 1791 a highway had been projected to run from Reading, through this locality, to Lake Erie, but in consequence of the unfriendly disposition of the Indians it could not be constructed. Gov. Mifflin, realizing the necessity of providing for the general defence of the frontier, and especially for the settlement at Presqu'Isle, made an effort in 1794 to have it located, but it does not appear that anything was accomplished on that occasion. An Act of Assembly, passed on the 4th of April, 1796, having authorized the appointment of "three skillful persons to view the ground and estimate the expense of opening and making a good wagon road from Bald

Eagle's Nest, or the end of Nittany mountain, to the town of Erie, at Presqu'Isle," the Governor selected William Irvine, George Wilson and Andrew Ellicott as commissioners to perform the duties specified therein. The last named having declined to serve, Joseph Ellicott was appointed in his stead. After this change had been made the commissioners "proceeded with all convenient dispatch to examine the country" at the starting point, but when ready to "take their departure from the Bald Eagle's Nest," Mr. Irvine, as is stated in a subsequent report, "left the other two and returned home." Thereupon George Wilson and Joseph Ellicott continued the work themselves, and during that season surveyed the course of the road for a distance of one hundred and sixteen miles. Just when the mountain part of it was either commenced or finished is not definitely known. It is certain, however, that on the 3d of July, 1799, Samuel Miles and Roger Alden entered into an agreement with Governor Mifflin "to open, extend and improve the said road," the wording of which seems to imply that some work on it had already been done. John Fleming, whom Governor McKean commissioned on a later date "to view that part of the State Road which was undertaken to be opened by Col. Samuel Miles," reported on December 16th, 1801, that after crossing the Bald Eagle creek at Milesburg, on "a sufficient wooden bridge," it leads up the north side of the stream for a distance of five miles, and is "passable for wagons." From the Bald Eagle creek "to the foot of the mountain, five miles, the road is good excepting that some trees have fallen across it since it was opened. Towards the top it is too steep for carriages." * * "About one mile from the foot of the mountain (west side) is a small run difficult to pass," and near this is a little knoll "not passable for wagons for want of digging." * * "To Philipsburg, from thence, a distance of more than eight miles, the road is good, except some very swampy ground on the east side of what is called Five-Mile run, and some miry ground on Coldstream, one mile from Philipsburg." * * "Some more work," says the report, "is necessary on the hill west of Five-Mile run; Moshannon creek is not bridged, nor is it fordable in any season at the place where the road crosses it, but there is a fording about a half mile below," and "there is some timber prepared at the place for a bridge," on the same site where Troy bridge is at present. From thence to the Susquehanna river, over Hogback hill, the Anderson, Stump and Sandy Lick creeks, "to the end of Col. Miles' opening," the most of the road is represented as being "good," and its length is fixed at "seventy-four miles and 86 perches." The section of Major Alden, from the end of Miles' opening to LeBoeuff, now Waterford, was 87½ miles long.

Taking the above statements from Mr. Fleming's report, and considering them in connection with the repeated mention of pack horses being sent to Dunlop's, Evans', Jacks', McCormick's or Patton's—that Mr. Curtin rode to Milesburg on frequent occasions, Mr. Drury to Northumberland or into "the settlement," Nicholas Kephart with his wife to

HISTORY OF PHILIPSBURG

Penn's Valley, and Mr. Trczyulney to Philadelphia—it is evident that four-wheeled vehicles could scarcely have been used in traveling over the mountain east of Philipsburg during the years 1796 and 1797. The lack of wagon roads was greatly felt, and the making of a new one was therefore an affair of general interest. Hence the record states that on August 15th, 1799, Andrew Kephart, Robert McCracken, George Gephart, Moses Boggs and Jacob Weis were "assisting the Chinckac-lamouish people in opening a road to get their custom to our mill." At the time to which this refers, August, 1799, there were only a few persons besides Daniel Ogden and his family at the old Indian hamlet of Chinkac-lamoose, which was afterwards chosen as the site for Clearfield town, but as the territory embraced the entire county was then known by that name, it is probable that such persons as were living along the line of the projected road were more especially meant by the term "Chinckac-lamouish people" as used in this instance. A portion of this old road, it is not amiss to state, was utilized in 1820 in the construction of the Philipsburg and Susquehanna turnpike.

* * * * *

The task of furnishing the new settlement with supplies was not an easy one. This was due largely to the lack of transportation facilities. Some goods from the east, as is shown by entries in the old day-book, were forwarded by way of Middletown to Derrstown, now Lewisburg in Union county. From there they were either hauled across the country, or boated up the River and Bald Eagle creek, to Milesburg. In other instances, as will be learned further on, articles were conveyed overland the whole distance from Philadelphia. From Milesburg, everything had at the start to be carried on pack horses to its destination on the west side of the mountain. The first mention of anything connected with this phase of the matter is an item of expense, dated Feb. 7th, 1797, viz:—"9 lbs. of sugar for Moshannon settlers," and another on the 14th of "2 lbs. candles for Moshannon hands," the "hands" evidently being persons who were attached to the surveying party. On March 6th, 9th, 17th, 23d and 27th, coffee, tea, sugar and 304 lbs. of bacon were forwarded to these people. On various days in the months of May, June, July and August, Robert Anderson has credits in the day-book for "packing" considerable quantities of flour, chopped rye, bran, salt, groceries, leather, etc., from "Milesborough" to "Philipsborough," and in September, October and November, George Rockey and James Gibson also have credits for conveying more of the same kind of commodities to the new town. On Jan. 13th, 1798, "four quarters of beef, one hog, 813 lbs. of flour, 155 lbs. of corn meal, four sides of leather, one set of shoemaker's tools," and on March 1st, flour, chopped rye, "one barrel of nails, two axes, one bake-oven" and other articles were hauled over on "sleds." According to the time record, James McCauley, on the 15th of February "arrived from Bald Eagle with two loads, (also on sleds), one drawn by the old yoke and the other by the late bought yoke, bringing 16 bushels of oats,

8 bushels of corn, 7 bushels of timothy seed, and 3 bushels of flax-seed." On Oct. 2d, Thomas Blood brought in 3 bags of salt on three horses, and on the 16th of September James McGlaughlin came in with a quantity of "flour and 3 bushels of wheat from McCormick's, and 2 kegs of whiskey from Jack's." On the 25th, "three horses arrived with 381 lbs. of flour from McCormick's," and John Leopoldt, who had gone away two days previously, returned on the 28th, with "95 lbs. of coffee, 240 lbs. sugar, 39 lbs. tobacco, 1 can of snuff, and one piece of sheeting, from Patton's." James McGlaughlin, on the same day, brought in, on pack horses, "12 bushels of wheat, and 484 lbs. of flour—toll taken, 1 bushel."

These details, which could have been extended over several additional pages, show more clearly than wordy description the great amount of care and attention that must have been required to keep up necessary supplies, and superintend their transportation over the rugged Alleghenies. But even the closest oversight did not always prevent things from going wrong. One instance of this kind is specially mentioned. A load of goods had been "sent by Mr. Henry Philips in Mr. McKinney's wagon from Philadelphia to Bellefonte, and from there brought by his own team to Philipsburg," where they were delivered on the 27th of December, 1799. The invoice showed that a keg of powder was missing altogether, while a 5-gallon keg of Sherry was found by measurement to have but 2 gallons and a pint in it, and a Cognac keg of the same size only 1¾ gallons. After ascertaining these facts and giving a detailed list of all goods received the bookkeeper added this explanatory postscript:—"N. B. The brandy and wine more than half gone on account of leaking—one keg of powder lost by Mr. McKinney's carter." Whatever may have become of the powder, the responsibility for its disappearance was fixed positively on the "carter" in whose care it had been forwarded. As the cause of shortage in the wine and brandy could not be definitely determined, it was attributed, probably with a mental reservation, to the process of "leaking;" but when it is remembered that these articles were being conveyed over a long, lonesome mountain road during Christmas-tide, and that they were a tempting means for indulging in a quiet celebration of the season, as well as for counteracting the effects of the cold wintry weather, it is believed the extraordinary shrinkage of liquids on this occasion could be accounted for in a quite different way from the one suggested by the clerk.

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A matter of much interest to the whole community is thus mentioned under date of Nov. 15th, 1798:—

"The grist mill is finished except the bolting gears, which have been postponed until spring, as the bolting cloth could not be procured. In the afternoon seven bushels of grain have been chopped, to our very great satisfaction, and Mr. McKinney (the millwright) promises to return in the spring."

As the weather during the greater part of December was "snowy and severe," the gates of both the grist and saw mills were frozen fast. Men were put to work to remove the icy fetters. After laboring several days, aided by "fine, warm sunshine" on the 27th, and rain on the 28th, the saw mill gate was "with great difficulty" raised on the 29th. However, in January, with the temperature on the 4th, 5th and 6th ranging from 1 to 14 degrees "below extreme cold," it froze down again, but on the 11th "the mill gates were both raised." This was followed by a serious mishap on the 20th, when "the race broke," and it can be imagined that the repairing of it in midwinter was not easily effected.

From twelve to fifteen horses and at least three yoke of oxen were kept here after the first year to carry on the various operations of the new settlement. Several cows were also required to supply milk and butter for the table and for culinary purposes. These animals being occasionally subjected to accidents, or the ills which equine and bovine flesh is heir to, more or less horse and cattle dealing had of necessity to be resorted to, and a considerable part of it appears to have been entrusted to Mr. Roland Curtin. Several transactions of this kind are noted in the account books. On April 19th, 1798, Richard Clark is charged \$24 for "one cow and one calf bought of Mr. Curtin," with the stipulation that "the cow and calf belong to the Company until paid for—if not, a reasonable allowance is to be made for the time she is in use." On January 25th, 1799, "Mr. C. sold the sorrel mare to J. McCord for a fat steer and 40 bushels of corn." At another time he procured "a yoke of steers from Nat. Simpson, for 14 cwt. of iron to be given by John Dunlop." On Feb. 4th, "the gray mare returned by James Ross is sold by R. C. to J. McClanahan for six milk cows to be delivered before the 15th of April next;" and on the 5th, "Mr. C. sold the black horse to Andrew Boggs for 110 dollars if he will thrive within two weeks after he is delivered." It is evident from these specifically defined conditions that Mr. Curtin knew how to drive an advantageous bargain, and his careful attention to details was of itself sufficient to convince Mr. Philips that this part of his business was being properly looked after.

In pioneer days the inhabitants of remote settlements, who had no civil officers in their midst, were impelled by self-interest to preserve order and protect each other. Under such conditions, although well inclined in a general way, it is not surprising that they should entertain rather primitive notions as to the circumstances under which the laws of the land ought to be respected. If a proceeding of itself seemed right to them, as when Andrew Boggs, the assessor, on the 7th of January, "came to estimate the value of the houses, they afforded the officer every reasonable facility to properly perform his duty. If, on the other hand, they considered a precept wrong or oppressive, a different course was pursued. An instance of the last kind

having taken place on the 14th of February, is thus briefly but significantly noted:—"Gray and Heakly, constables, came out with sundry summons and executions. They returned next morning *without being permitted to levy.*" There is nothing to indicate by what particular means the levying on this occasion was prevented, but it may be inferred that a demonstration of such a character was made as deterred the officers from attempting to carry out the object of their visit. Whatever this may have been, the solution after all has to be left to the imagination of the reader, who may possibly conclude that the interested parties here baffled the constables in the same manner that mountaineers formerly got rid of troublesome bailiffs in Connemara, "vi et armis"—by force and shillalabs, as the phrase may, not quite literally, be interpreted.

The land hereabouts, as is well known, was thickly covered with timber. To clear and get it into tillable condition, was a laborious process. While the work was unavoidably wearisome, it was at the same time desirable to expedite it as speedily as possible. In doing this, some waste was to be expected, but from the frequent reference to "burning," as well as to rolling and hauling logs, it is probable that a considerable quantity of good timber was needlessly sacrificed, in this way. The memorandum of an agreement bearing on this subject, also discloses in its main features a tendency of the same kind. It sets forth that "William Drury took a job of deadening the trees, and cutting down the maples under 12 inches, in Ross' clearing, for £10 per acre and find himself;—he is likewise to cut down the hickory fit for fencing." It does not specify how the deadened trees and prostrated maples were to be disposed of, but it is not unlikely that sooner or later they would be burned as the readiest way of getting rid of them. But whether this was so or not, it is doubtful if any person in this day and generation would think of using young hickory for the purpose mentioned in the concluding stipulation of the agreement.

High winds now and then also played havoc with trees, as well as with other property. One severe storm which passed over the settlement on the 15th of August, 1799, is described as doing so much damage that "all the fields must be cleared up from brush and branches of fallen timber before they can be ploughed again." This was probably the same storm that blew a tree across and crushed in the roof of Mr. Schultz's building, an incident which is noted elsewhere.

There is a gap in the record from February 16th to June 3d, 1799. On the last named day, John Irwin "sent in 123 lbs. of bacon at 8 cts," and about that time the saw mill was again put in operation, with Chas. Wilson attending it. On the same day the book-keeper, as he sententiously expresses it, was

"At a raising of the barn plates. The rest of the townspeople were at the frolick. One gallon of whiskey spent. Weather fine."

The word "frolick," as here used, does not signify a spree, in the ordinary sense of the term, but applies to the gathering of persons who were attending the barn raising, the bustle and merriment of which may have been somewhat intensified by the liberal supply of the "ardent" furnished on this occasion. So, too, when it is stated that Nathaniel Leopoldt, Timothy Carrol, John Coulter and Moses Boggs were at a "frolick" with McDonnell, or that three of the millwrights "were at Simler's frolick," it doubtless signifies that these men had taken part in a log-rolling or raising "bee," as events of this kind are called in some sections of the country. This view of the matter is strengthened by the fact that Patrick Kerrighan, the jovial son of Erin, was at "a dance with Boggs" on the 22d and 23d days of August, a circumstance that would not have been thus distinctly described had it also been considered a "frolick."

The bookkeeper, whose name has not been ascertained, was not only a close observer, but had prejudices and partialities which he permitted to crop out occasionally while in the discharge of his regular duties. He entertained feelings of aversion, it would seem, to colored people, for in the index, and also at the head of an account, he designates Jacob George as "a d—d nigger." If it was only the dark color of the skin that impelled him to thus stigmatize this man, it evinces an unusual degree of race hatred. If there was some other reason for it, the account book was not a proper place to display it. It is not impossible, however, that the object of his particular dislike may have been a certain "negro Jacob" who pleaded guilty to two indictments for larceny at a Court of Quarter Sessions held at Bellefonte in August, 1801, and was sentenced to sixty days' imprisonment in the county jail, together with a nominal fine and costs of prosecution. Even if that was the case, and the man was notoriously disreputable, it did not justify the accountant in using on the pages of his ledger a derisive term that is as legible now as it was when written over a hundred years ago. Still the incident has its use, for it serves to draw attention to a racial prejudice which has in more recent years manifested itself too often in various parts of our great country, whose charter of liberty holds that "all men are created equal," and where an exalted Christianity and advanced civilization are supposed to restrain intolerance and animosity on the part of its citizens.

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The work of reclaiming and improving the "beaver meadows" received early attention. While the exact dates are not given, memoranda in the record show that in the summer of 1798, Eberhart Klumbach, "undertook a job of grubbing and burning 8 acres at £3 per acre;" Jacob Weis took "eight acres at 60 shillings per acre;" and William Drury "from five to six acres adjoining the fence of the turnip patch, at 60 shillings per acre"—each man to find himself and deliver 100 rails for every acre cleared." This "turnip patch" extended along the edge of the woods on the western side

of the "meadows," and it is a fair inference that the ground for it had been ploughed, and the seeding done at the usual time, in the preceding spring. Later on in that year, other persons were employed in cutting down bushes, or "sculping" as it is called in the time-record, and James Ross, Thomas Blood, Timothy Carrol, James Develin, James McGlaughlin and Moses Boggs are named as being engaged in this capacity on the 11th of September. In the ensuing summer, 1799, the work of putting this marshy bottom into an available condition, was resumed. On the 4th of June, Andrew Gebhart was "hauling rails;" on the 10th, 11th and 12th, he and Nicholas Gebhart were "making fences," and Robert Healthy was doing some "grubbing;" on the 28th and 29th, Pat. Kerrighan and James McCauley were constructing "brush fences," and on the first three days of July, Jacob Weis, according to the books from which the various items of information concerning these improvements have been culled, was "breaking up new land in the beaver meadows, with Andrew." On August 21st and 22d, Jacob Meyer "cradled oats in the bottom," which must have been sown early in the season, for that is usually done as soon as the ground can be worked; and from the 22d to the 28th inclusive, Kerrighan, besides digging trenches, was "making brush fences," one of them on the last day specified, "around the new buckwheat field, in the beaver dam." These extracts prove conclusively that the wide stretch of low land on the western side of the Moshannon, with its fenced fields of grain and vegetables, was much better utilized a century ago than any one would infer from its present neglected appearance.

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The foregoing, selected from hundreds of items in the time record, are presented for the purpose of imparting to the reader a correct idea of the labors and characteristics of the pioneers, as well as the kind and extent of the improvements made—of showing that the Philipses began the development of their property in the beginning of 1797, if not already in the previous year—that a saw mill was put in operation in the summer, and a grist mill in the fall of 1798; and that more people than has heretofore been supposed were in this locality during the years specified, for, in addition to the names already given, there are among the employees those of Samuel Beatty, Jonathan Coulter, John Hutton, Fred. Kaucher, John Potter, James Pugh, George Rockey and Jacob Wachob.

It should be kept in mind that all the occurrences thus far related took place during the first three years of the town's existence, ending with the one about Pat. Kerrighan "making a brush fence around the new buckwheat field in the beaver dam" on the 28th of August, 1799. It was after this date, probably in the beginning of December, that Henry Philips, with "life's taper nearly burned out," went east and never came hither again; but some additional facts about him will be found in the second part of this narrative.

PART II.

Facts About the First Settlers, Industries,
Enterprises, Etc.

A FEELING of dissatisfaction, as has already been intimated, pervaded the population of the new town, and eventually influenced, with a single exception, the course of all the original settlers. Joseph Barth was the first of the pioneers to leave the place, and this might have been expected from a man not adapted, either by habits or temperament, to a quiet, backwood's life. During the time of the French revolution, which unsettled the peace of Europe near the end of the last century, he had quit his native city of Strasburg, and accompanied by his sisters Mariana and Rosalie, descended the Rhine, proceeded to Amsterdam in Holland, from thence sailed to Philadelphia, and afterwards came with others to the new settlement, of which they had heard flattering accounts. Rosalie Barth married Jacob Dimeling. They had one child, which was also named Jacob, and the latter in turn became the father of the present Jacob Dimeling, of Blue Ball. Several months after the birth of their baby, the elder Dimeling returned to Philadelphia to settle up some business affairs in that city. While on the way back he was taken dangerously ill, and stopped at Pottsgrove, Northumberland county. His wife was sent for and arrived barely in time to see him die. So she returned a widow. Jacob Meyer, who had married her sister Mariana Barth, removed to Centre Furnace, east of the Allegheny mountain, on the 28th of October, 1798. William Leary and James McCauley left later on, but it is not known whither either of them went. Dr. Konrad Bergman had meanwhile sought a location more congenial to his tastes in Huntingdon county, where he "lived long and prospered." He had a son who afterwards became a prominent physician. Christian Ries removed to Elder's Mill, and when Simler, as will appear further on, left the town, the pioneers were all gone but Schultz. He was the only one who remained here until the day of his death.

The first "house" in the town, a typical "log cabin," was put up by Mr. Schultz on the south-east corner of Presqueisle and Second streets, where Geo. Naugle formerly had a jewelry store and Russell Bigelow has his marble and granite works at present. John Henry Simler had at the same time commenced another on the corner of Front and Laurel streets, on the lot now occupied by Mrs. Pierce's fine residence, but being constructed of hewed logs more time was required to build and complete it. The circumstances under which Simler left the German "Vaterland" are to some extent conjectural, but as he was an expert at making ladies' footgear, and had a recommendation to that effect in French, he probably hoped to earn better wages on the western side of the border. To what extent he succeeded is also a matter of inference, but the subsequent and more eventful part of his career is perspicuously epitomized in an obituary notice pub-

lished in the "Philadelphia Saturday Bulletin" of Oct. 24th, 1829. It is there stated that "in the year 1780, Simler enlisted in France as a private, and served in Captain Barth's corps of the First Troop of Light Dragoons, under the command of Col. Armand. He arrived in Boston and proceeded with his troop to Yorktown, Virginia, at which memorable siege he was present, and assisted in its capture by the united forces of America and France, Oct. 19th, 1781. He was wounded in the forehead and eye by a saber and retained the scar as long as he lived. He remained in the service until regularly discharged at Philadelphia, although the greater part of the troop was discharged, immediately after the surrender, at Yorktown. On the termination of the war he married and settled in Philadelphia, where he remained about fifteen years. In 1793 he lost his wife by yellow fever. He then married a second time, and in 1797 removed to Philipsburg, Centre county, a perfect wilderness at that time. He resided there until he lost his second wife in the year 1822. In 1825 he again removed to Philadelphia, with his only son, where he lived until his death, about ten days ago." The newspaper from which this notice was copied, although seventy odd years have elapsed since it was printed, is in an excellent state of preservation. It is in the possession of George B. Simler, Sr., a grandson of the plucky revolutionary hero, and one of our most reputable citizens, who also retains as an invaluable relic the old saber which his grandsire wrested from the British officer who came so near ending his life but lost his own in the sanguinary encounter.

John George Schultz, before coming to this country, led an adventurous life. It appears that when Frederick the Great succeeded his father, he left in force an edict of "Old Fritz," which declared that the second son of every man in the realm, rich or poor, "belonged to the State," and compelled him to enter the service of the King as soon as he was old enough to handle arms properly. It was for this reason that young Schultz had to abandon the paternal shelter and put himself at the disposal of that illustrious warrior whose fame had spread over the civilized world. Availing himself of a privilege that was extended to all, Schultz chose the life of a sailor rather than that of a soldier, and commenced his career by making voyages to Copenhagen, Stockholm, St. Petersburg and other large cities along the Baltic Coast. He frequently went to London and Liverpool, the West Indies and Philadelphia. He also sailed up the Mediterranean into European, African and Asiatic ports, and on one occasion witnessed at night an eruption of Mt. Etna, which he described as a most splendid and magnificent sight. Shortly after the termination of the Revolutionary War in America, he "cast anchor" for the last time at Philadelphia, quit the seafaring life, and engaged in mercantile pursuits. The restraints of business soon became irksome and this, with the promptings of his roving and venturesome disposition, probably induced him to make the toilsome journey to a place which he and his companions had been led to be-

lieve possessed advantages that would inevitably bring ease and plenty. He was no laggard, and instead of brooding over the disappointment which all felt, promptly commenced improving the lots that were assigned to him. He built, as has already been stated, his "cabin," and cleared a portion of the outlot. After a while Dimeling died. As time passed on, Schultz evidently considered that it was "not good for man to be alone," and so he made overtures to the young widow and married her. The date of this event has not been learned. John, the eldest son, was born in 1804. Next came George, in 1806; Henry, in 1808, and Frederick, in 1811. The last named died young.

Schultz, in addition to having erected the first "house" in Philipsburg, enjoyed the distinction of opening the first "tavern," which he did immediately after his marriage. He named it "The Seven Stars" probably after the famous Manchester Inn, still standing a few years ago, but first licensed in 1356, the memorable year in which Edward, the Black Prince, captured King John of France in the battle of Poitiers—and painted a corresponding number of astral figures on a sign about two feet square. In the centre of the panel was one large star, and this was surrounded by six smaller ones. There was a wooden bowl on the top, and at the two ends it had turned ornaments that were possibly intended to represent bottles and goblets. As a whole it was a unique and artistic piece of handiwork, the frame of which is yet in the possession of his grandsons, Christopher C. and Frederick W. A., who with their sister Sarah, reside on "the old homestead," from which a fine view of Philipsburg and the surrounding country is obtainable. During the prevalence of a severe storm that occurred some time after Mr. Schultz had opened his tavern, a large tree was blown across the building, crushing in the roof and doing other damage. This accident, together with the fact that John Henry Simler had started another tavern, influenced him in quitting the business, believing that the town could not support more than one public house. An Englishman named Wrigley, who had purchased two squares of lots between Front street and the creek, entertained a different opinion on the subject and hence also opened a tavern, (they were not then called hotels), in a large house which he had built on one of his most eligible lots. In 1816, "the year without a summer," so designated because there was ice and frost in every month, Wrigley sold his house with all his other property to Jacob Test and James McGirk, who continued the business, and likewise erected a tannery on the ground opposite Swift & Co.'s large meat establishment. The Hale building, Adam Mayer's house, the Potter block, the Platt-Barber Co.'s wholesale stores, the P. R. R. passenger station, and the buildings of Hon. C. A. Falkner, Amos Harper and Robert Hudson were all put up on the Wrigley lots.

The weather conditions of 1816, referred to above, were extraordinary not only here but everywhere. January was mild for a winter month, and so was February, with the exception of a few of the first days. March

came in with its usual icy winds, but moderated somewhat toward its close. April began with sunshiny weather but ended in ice, snow and wintry temperature. In May the frost destroyed all vegetables, ice formed to the thickness of half an inch, and corn was killed in the fields. June was cold, with "ten inches of snow in Vermont, seven inches in Maine, three inches throughout Massachusetts and Central New York, and the mercury sunk below the freezing point even in southern latitudes." July came in with frost, and on the glorious Fourth ice covered pools and brooks as far south as Virginia. "The climax came in August, when the ice was thicker than in July, and almost every green thing in this country and Europe was frozen." By the time September was ushered in "people had given up all hope of again seeing the flowers bloom or of hearing the birds sing, and began to prepare for a hard winter." October kept up the reputation of its predecessor, and "there was scarcely a day during the whole month that the thermometer registered higher than 30 degrees." November was extremely cold but, strange to say, December was milder than any other month in the whole year, and led many persons to believe the seasons had changed about. Breadstuffs rose to an unprecedented price, and it was almost impossible to obtain common vegetables for table use, as what were on hand were being carefully kept for seed. In the spring of 1817 corn for planting was obtained with difficulty at \$5 a bushel, and flour sold in the cities at \$13 per barrel. These high prices proved more troublesome to the inhabitants of this new section of country than they did to people living nearer the source of supply in the settlements east of the mountain.

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The departure at an early date of most of the first settlers must have been somewhat discouraging to the Philipsees, and as others were slow in coming to take their places, they offered a town lot, but no outlot, to the next twelve, coupled with the condition that each one who accepted was to build a hewed log house, in a reasonable time, on the donated ground. This proposition did not have the desired effect, for Samuel Turner, it seems, was the only one who availed himself of it. If any others obtained lots on the same terms, their names have not been ascertained. Several persons, however, secured locations on closely adjacent lands, and the old account books furnish some positive information on the subject. In the time record it is noted that, on August 28th, 1798, Peter Young was "showing the land to Goss and Colbert;" on the 24th of October following, James Develin and Henry Rockey were "helping Goss (Abraham) raise a cabin on his place," and a year later Nicholas Gebhart was "helping him put up a house." These entries fix definitely the time when the well-known "Goss settlement" was started. The older members of this family have all been "gathered to their people," but their descendants are numerous, and as a rule strongly resemble their progenitors in their physical appearance and mental characteristics. The Gosses have naturally rather contented dispositions, but the younger ones

have been gradually drifting away from their old homes and a few years ago two or three of them, with their wives and children, became residents of Philipsburg.

Heretofore it has also been alleged that, in 1801, Jacob Weis, a native of Berks county, commenced clearing the land which in more recent years has been called "the old Hawkin's place." The record in the Philips' ledger mentions the fact that John Leopoldt, James McCauley and Peter Younge "were at a raising with Jacob Weis, on his farm," on Monday, Oct. 8th, 1798, and also represents James Ross, Samuel McGlaughlin, John Leopoldt and two of the millwrights as being "at a raising with Robert Anderson," on September 30th, 1798. These memoranda, made as a matter of business, render it certain that the Goss, Weis and Anderson improvements were begun in 1798. Peter Younge, Michael Fitzer and Joseph Earls doubtless commenced theirs in 1801. In 1803, Valentine Flegal purchased from James Philips the land directly opposite town now owned by the Steiner heirs, and about the same time John Carothers was clearing a piece at Weis' bridge, afterwards called Benton's, and now Troy bridge. During the same year a man named Potter commenced a clearing a couple miles north of the creek, on the line of the old State road. Potter sold his interest to Nicholas Kline, who afterwards conveyed it to the father of William Schimmel. Meanwhile Nicholas Kephart, Henry Kephart, David Flegal, Absalom Pearce, John Gearhart, Benjamin Schmeal and Nicholas Schmeal made improvements at different points, not many miles from town. In 1803, Conrad Kyler a weaver from Bellefonte, settled on the farm which in later years was owned by that kind-hearted man, Edward Perks, Sr.; and in 1805, Leonard Kyler, the eldest son of Conrad, began clearing the "Hard-Scrabble" property, adjoining that of his father. The latter is part of the land which the Bloomington Coal Company purchased in 1899 from the Nuttall estate.

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It is a mistake to suppose that three of the Philips' brothers had their abode here at one and the same time. Henry, as has been demonstrated, came first, and then Nat, as he was familiarly called. There is nothing from which to infer what the latter did, or in what capacity he acted. It does not seem credible, however, that in the midst of stir and toil he had naught else to do than "while away the hours," as if he were on a pleasure outing, or paying his elder brother a fraternal visit. Henry, for his part, never received the credit he deserved. As the representative of the Manchester firm, he not only purchased the lands, looked up the site and had the town located, but, reading between the lines of the time record's almost bewildering details, a few of which are given in preceding pages, it is evident that he was a very busy man, and endowed with such practical ability as enabled him to successfully manage the complicated affairs of the settlement in the early stages of its development. Overworked and harrassed with care, his physical strength gave way at last and forced him to relinquish the

multifarious and onerous duties which had fallen to his lot. It is probable that James, who was carrying on an immense importing trade with chartered ships, brigs and sloops, may have made occasional trips from the city to the new town to keep in touch with its progress, and when the impaired health of his brother demanded rest and change of climate, he journeyed hither, near the end of 1799, for the purpose of accompanying him to Philadelphia, where the latter died in the closing week of 1800. James, who succeeded Henry, placed his city affairs in charge of other persons, and "prosecuted the attempt to settle the estate until 1809," when he also died. It is a matter of regret that so little is known of what these two men had actually to contend with while here, but considering the remoteness of their location and the unusual surroundings confronting them constantly, it does not seem as if they felt, like David of old, that "the lines had fallen unto them in pleasant places."

During the spring of 1809 Mr. Hardman Philips arrived in the town, which, contrary to the prevailing belief, was from its commencement called "Philipsburg," and is so written as early as July 7th, 1797, in the original day-book from which this date has been copied. The name is used in a number of additional instances in that year, and from August 17th, 1798, the page headings of the day-book all commence with the word "Philipsburg," a fact which leaves no room for doubt on the point in question. By a family arrangement made in 1811, Hardman became the sole owner of the estate in this country and devoted his time and large sums of money towards its development. According to his own statement, he expended on these lands, in various ways, £27,000 sterling, nearly \$135,000 of our money, during the ensuing twenty-five years. In 1817 he built a forge directly below the dam on Cold Stream, which now supplies our citizens with some of the purest water that ever "trickled through crevic'd rock" or flowed from mountain springs. The pig iron used in it was hauled across the Alleghenies in wagons from Julian and other furnaces in the Bald Eagle valley. The business, varying in volume up to 1830, was continued after that time on a reduced scale until the building was destroyed by fire on the 3d of August, 1836, when it ceased entirely. The same year in which the forge was put up, (1817), Mr. Philips brought William Bagshaw from England and constituted him general manager of his affairs, a position for which he was well qualified and held for many years. He was succeeded by Richard Atherton, who died on April 26th, 1872, in the 63d year of his age. Mrs. Atherton, whose maiden name was Mary Ann Morrow, died April 23d, 1895, aged 80 years. They had three children—Sophie, (Mrs. Elias W. Hale), Austin and Mary. The last two died a few years ago. In 1818, Jacob Ayers, accompanied by his son Daniel, came here from Reading and bought the land which in later years was called the Shaw farm. William Ayers, J. Blake Ayers, Mrs. Rebecca Nelson, Mrs. Mary E. Ryman and Miss Sophie Ayers,

HISTORY OF PHILIPSBURG

five of Daniel's children, are citizens of the town at the present time.

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In the early days of Philipsburg the villagers had few sources of amusement or entertainment. Month in and month out they plodded on with little change in their monotonous course, toiling constantly but cheerfully, and hopefully looking forward for brighter and better times. It is true that the spring "muster" or training day, with its grotesque walking-stick and corn-stalk drill, afforded them considerable diversion, and if the evolutions of the participants were not in strict accordance with the rules of a modern manual, the custom had nevertheless the merit of keeping alive the martial spirit of the male portion of the population. One day, however, in the month of August, 1813, without any intimation of what was to happen, the usually peaceful inhabitants were thrown into a state of high excitement by the arrival of 500 soldiers, who were marching along the old State Road on their way to the northern frontier. Some of the officers were quartered in the houses of citizens, but most of the men were encamped on an open space covering the square between Presqueisle and Laurel, and North Front and Second streets, where the Foster, Gray, McCausland, Taylor and other buildings are now located. They remained several days with the expectation of being joined by some additional companies, but as the latter failed to get here as soon as had been anticipated, they left without them.

During their stay the soldiers indulged in many wild pranks, and were on the lookout for anything that might afford them "fun." Having learned that several blatant "tories" resided in the neighborhood, they scouted around until they found them, whereupon they threatened to shoot one, to tar and feather another, and impose upon a third some other humiliating punishment. They made one poor wight turn a grindstone on which to sharpen their "tomahawks and scalping knives," with an intimation that if it was not kept revolving rapidly they might have to use these weapons on him, and the trembling man continued the tiresome work until he had to quit through sheer exhaustion. They likewise did some foraging in the adjacent fields, using Mr. Schultz's "roasting ears" quite freely, for which Capt. Stem, before departing, paid liberally, but it is doubtful if a couple of the former's neighbors, who were averse to this mode of furnishing supplies, were treated in the same considerate manner. At a later date other soldiers going to the front came here occasionally, and a squad of recruiting officers, on visiting the place, enlisted a dozen or more of men, two of whom joined the command of Commodore Perry on Lake Erie.

Up to the time these incidents happened the growth of Philipsburg seems to have been rather slow, for the Schultz map on the reverse side of the title page, which gives the location of the different houses and the accompanying key the names of their owners or occupants, shows that in 1813 it had only about two dozen buildings of various kinds within the present borough limits, but it will

not be improper to state that, through the stimulus given by its industrial plants, it became a thriving village at the end of that decade. Another interesting feature of this map is the "Indian Camp" between the old State Road and the Moshannon, and while there is nothing to indicate who were its occupants, it is likely they were some of the Cornplanter tribe still remaining in this locality. This much can, however, be safely surmised, that no unfriendly Indians would have been permitted to rendezvous here as long as hostilities between the Americans and the British were in progress, as they were then, along the Canadian border and in the Lake region.

* * * * *

It is an especially noteworthy fact, known to comparatively few persons, that the first screw mill in the United States was erected in 1821 by Mr. Hardman Philips in this little mountain village, hundreds of miles distant from any of the great marts of the country. The necessary buildings were put up near the Moshannon creek, on a lot now belonging to Brenno Bordereaux, in a suburb of the town that is called Point Lookout, and the foundry and grist mill were subsequently removed from the neighborhood of the forge to this locality also. The capacity of the screw factory was 1,500 gross per week, but the largest quantity produced during the time it was in operation was 1,000 gross per week, the material for which was prepared from the blooms by rolling and wire drawing machinery operated by steam and water power. The nearest and best market was at Pittsburg, and the products of the forge and screw mill had to be hauled at no inconsiderable expense to the waters of the Allegheny River in wagons, and from thence transported in arks to their destination.

It would be interesting to learn what wages were paid to skilled mechanics during the prosperous days of the screw factory, but nothing bearing directly on that point has been ascertained. The only thing relative to wages are some entries in a day-book kept at the mill, setting forth the sums paid employees a dozen years after it had been started, and at a time when, for reasons that will hereafter be mentioned, the business had greatly declined. Among the accounts is one for "work in the months of December, 1833," which, however, does not specify in what capacity the persons named were acting. It is as follows:

Wm. McClellan,	21½	days	at \$20.00	per mo.	\$16.34
John Kinnear,	24	"	" 1.50	" day	36.00
Dennis McCoy,	23	"	" 18.00	" mo.	15.92
Samuel Dale,	24½	"	" 17.00	" "	16.18
John Flegal,	21½	"	" 1.25	" day	27.18½
Samuel Burris,	24	"	" 22.00	" mo.	20.30
W. M. Hamer,	7½	"	" .75	" day	5.81½
Wm. Ayres, Jr.	8½	"	" .75	" "	6.18½
George Ayres,	7½	"	" .75	" "	5.81½
Daniel Ayres,	17	"	" .75	" "	12.75
Adam Gray,	26	"	" 19.00	" mo.	19.00
James Albert	26	"	" 17.00	" "	17.00
A. Albert, Jr.,	26	"	" 12.00	" "	12.00
John Hudson,	26	"	" 17.00	" "	17.00
F. Nield, (3 in Nov.)	29	"	" .31½	" day	9.06½
George Schultz,	21½	"	" .87½	" "	18.81½
Wm. Ayres, Sr.,	5	"	" .75	" "	3.75

In addition to the improvements already described, Mr. Philips erected a fine mansion, in those days called "Moshannon Hall," occupied in 1813, and for half a dozen years longer by Dr. Dewees, later by himself, and is at present owned by Mrs. Laura Hale Mull and her sister Miss Julia Hale. Subsequently he built the residence of Richard Plumbe, which in more recent years was the property of Mrs. O. P. Jones, but now belongs to Hon. P. E. Womelsdorf; likewise a large and commodious hotel, and also started an excellent stock farm that embraced the great stretch of "Beaver Meadows" on the west side of the Moshannon, through which wide ditches had in early days been dug for drainage purposes. The manager of this farm was John Matley, who, in 1823, married Jane Mitchell, the only daughter of John and Isabella Allen Mitchell, of Clearfield county. The Matleys had thirteen children, of whom Allen, Howard, Mrs. Perks, Mrs. Simler, Mrs. Bordereau and Mrs. Ardell are still living. Their descendants, like the seed of the patriarch Abraham, "multiplied exceedingly," so that they can be found not only in this town and neighborhood, but in distant parts of the land. Dr. John Plumbe, who was connected with Mr. Philips in some of his business enterprises, was sent to England in 1820 and brought hither a number of persons, some of whom were employed in the different works, and others on the stock farm.

Though a little out of chronological order, it may as well be stated here that at a later date, probably in 1828, Dr. Plumbe built a forge on Six-Mile run, a short distance north of the Philipsburg and Unionville pike, at a point where water was abundant and wood, without hauling, could be run on slides down the face of the steep hills, nearly to the forge itself. The pig-iron used in it was procured at Julian, Martha and Hanna furnaces in Bald Eagle valley, and the forged iron was hauled to Alexandria and Petersburg, in Huntingdon county, to be shipped elsewhere on the canal. In 1832 the property was purchased by David Adams, the father of our townsman Oscar Adams. After conducting the business seven years, Mr. Adams sold a half interest to Dr. Ingalls, and for three years longer the forge was run under the management of the new firm. Dr. Plumbe went west in 1834 and located at Dubuque, Iowa, where, through his own agency, it is said, he brought his eventful life to a lamentable end, in the year 1857. Among the men who accompanied him from England in 1820, was Thomas Lever, for whom the stone house, since transformed into the Schoonover block, was built. When the screw factory was put in operation, he was made its overseer. He later on married a daughter of John Loraine, Esq., who had been induced to come here from Philadelphia by another son-in-law, Dr. William P. Dewees. Mr. Loraine had meanwhile purchased the Simler property on Front street and opened in it a general store. As a consequence of this sale, Mr. Simler, in 1813, built another house on the northeast corner of Second and Laurel streets, in more recent years known as the Barr property, but is now owned by W.

A. H. Streamer, and occupied by Archie B. Thomas as a bakery.

Dr. Dewees, it appears, had made an ineffectual effort to secure the chair of one of the Professors in the University of Pennsylvania, which had become vacant during the war period of 1812. Chagrined at his failure, he came to Philipsburg in 1813, and invested largely in the Philips enterprises. He remained here six or seven years, during which time he extended his practice to Clearfield, or Oldtown, as it was more generally called in those days. Business affairs did not, however, prosper as he had anticipated, and when his means were exhausted, he disposed of his interest at a sacrifice and returned to Philadelphia a poor man. Encouraged by Dr. Chapman, Dr. Physick and other old friends, he soon gained a competency, eventually succeeded in getting the coveted professorship, and through his superior ability and contributions to medical literature, placed himself at the head of his profession in this country. After his departure, Dr. Ingalls, of Half Moon, and physicians from Bellefonte, attended to the ailments of people in this neighborhood until 1822, when Mr. Philips made arrangements with Dr. Alex. McLeod, of Philadelphia, to come here. The latter remained until 1830, when he removed to Lewistown, from thence to Pittsburg, and subsequently to Meadville. The loss of his wife and most of his children changed the current of his thoughts and induced him to prepare for the ministry. In 1845 he took orders in the Episcopal Church, wended his way to Mississippi and Louisiana, followed his new calling there until 1849, when he returned to Pennsylvania, and a few years later became the rector of St. Andrew's church in Clearfield. He was an able and zealous minister, held in the highest esteem by all who knew him, and died greatly deplored by the community in which he spent his last days. In 1830 Dr. Frederick Horner was engaged by Mr. Philips, but left at the end of two years, when a French doctor, named Rodrigue, took his place. His stay was also short, and he was followed, in 1834, by Dr. Henry Loraine, who remained until 1837. Dr. Loraine was somewhat eccentric, but plain in dress and manners, a skillful, prudent and attentive physician, and when he died at Clearfield on the 8th of March, 1859, left a large estate to be divided among his children. Some of his grandchildren still live in this town. Since his time there has been no lack of physicians to minister to the sick in this locality, but it would require too much space to make such mention of them as they deserve and ought to receive.

* * * * *

The completion of the Pennsylvania canal in 1830, nearly destroyed the iron business of Mr. Philips. Up to that date he had been able to compete with the manufacturers of Huntingdon county, and derive some profit from the trade, but once the canal was opened those having works along its line enjoyed such advantages over him that he felt constrained to abandon distant markets, and make only what iron was needed to supply the screw factory and an inconsiderable local de-

mand. This had a depressing effect on his business generally, and doubtless influenced to a greater or less extent all his subsequent movements.

Hardman Philips was no ordinary man. He was progressive and enterprising. He had ideas greatly in advance of the age at that particular period of time. He contributed largely to the construction of the Philipsburg and Susquehanna turnpike, which was begun in 1820, and formed an important link in the line of communication with Lake Erie. In 1826, (the same year in which the 4 miles of railway, the first in the United States, were completed to the granite quarries of Quincy, Massachusetts), Mr. Philips, as he stated in a letter written in 1835 to Hon. Alexander Irvin, then representing Centre, Clearfield and Lycoming counties in the State Senate, had surveys made at his own expense to "determine the practicability of a route for the construction of a railroad" from this locality "to the Pennsylvania canal at the mouth of the Little Juniata." Having "discovered highly favorable ground," he applied to the Legislature at an early date for An Act to incorporate "The Philipsburg and Juniata Railroad Company." After considerable delay, a bill was eventually passed on the 20th of March, 1830, six hundred shares of stock were subscribed, and most of the instalments paid up. Moncure Robinson, an experienced civil engineer, had, meanwhile, located the road, as Mr. Philips expressed it, "in a very superior manner." He ran a line from the "Moshannon Mines" at Philipsburg, but for the time being "the point of commencement" was to be at the "Centre Coal Mines," about five miles south of the town. After crossing the summit of the Allegheny, the route went down "Emigh's Gap," in sight of where the Tyrone & Clearfield road was built in later years. Several summers were consumed in perfecting the surveys, so that the engineer did not make a final report until October 23d, 1833. In a printed copy of this document the route is thus described:

"Commencing at the Coal-Hill mines, at a level ten feet lower than the entrance to the principal drift, it passes on gently sloping ground, and on a level graduation, to the foot of an inclined plane, noted in the plan as No. 2 west, by which it ascends 143 feet and eight-tenths, to a depression in the dividing ground between the waters of the Coldstream and the Moshannon. Passing this dividing ground by a cut of $9\frac{1}{2}$ feet, it is thence traced, on a graduation also level, to the foot of inclined plane No. 1 west, by which it rises 118 feet to the summit level. Passing the summit by a cut 1100 feet long, and 11 feet and six-tenths at the apex, it descends by a plane, No. 1 east, 272 feet, into the valley of Emigh's run, along the western slope of which it passes $4\frac{1}{2}$ miles, falling 655 feet more, by three inclined planes, and intervening grades of from 22 to 24 feet per mile. At the foot of plane No. 4 east, it leaves the valley of Emigh's run, and afterwards passes along the slope of the Bald Eagle valley to near the mouth of Bald Eagle creek. At this place it crosses the Bald Eagle, and is traced

thence along the valley of the Little Juniata, crossing the stream four times between the mouth of the Bald Eagle and its point of termination near Petersburg. The whole length of line traced is twenty-eight miles and 1247 feet; its whole ascent above the coal mines is two hundred and sixty-one feet and seventy-nine one-hundredths; and its whole descent is thirteen hundred and eighty feet."

The crude, elementary manner in which the few short lines of railway then in operation in the United States had been constructed, may be inferred from the following plan proposed by the engineer-in-chief for the Philipsburg and Juniata road:

"Sills of white or post oak, seven feet ten inches long and 12 inches in diameter, flattened at bottom to a width of 9 inches, to be laid transverse the road, at a distance of five feet apart from centre to centre. In the notches of these sills, rails of white oak or heart pine, 5 inches wide by 9 inches in depth, to be secured four feet seven inches apart, measured within the rails. On the inner edges of these rails, plates of rolled iron, two inches wide by half an inch thick, resting at their points of junction on plates of sheet-iron, one-twelfth of an inch thick and $4\frac{1}{2}$ inches long, to be spiked with five-inch wrought iron spikes. The inner edge of the wooden rails to be trimmed slightly beveling but flush at the point of contact with the iron rail, and to be adzed down outside the iron to pass off rain water. Between the sills, on the portion of the road between plane No. 4 east and the Juniata, and on the inclined planes, to be filled with a packing of broken stones, or other convenient material, to give stability to the structure. * * Such a superstructure would be entirely adequate to the use of locomotive engines of from 15 to 20 horse power, constructed without surplus weight, or similar to those now in use on the Little Schuylkill road in this State, or the Petersburg, Virginia, railroad." It is evident from these references that Mr. Philips wanted to adopt the best methods, and have the best motive power then known.

In his "Description of the Route," the engineer makes suggestions which will no doubt appear quite odd to persons at the present time. He says, "the power to be applied to plane No. 1 west, might be a steam engine of twenty horse power which, until the demands of trade required its full effect, would be available for sawing timber or other purposes. For plane No. 2 west, it is proposed to conduct the water of Coldstream in pipes, one mile and 190 poles, along very favorable ground, to a reservoir at the head of the plane, placed at such an elevation as to admit of filling cisterns, mounted on carriages, carrying from 3 to $3\frac{1}{2}$ tons of water—these cisterns to be used as in the ordinary operation of self-acting planes, to lift up trains of loaded cars, and in turn the empty cisterns to be lifted back to the head of the plane by returning trains, or the occasional use of a loaded cistern." No doubt was entertained of "this expedient realizing, both in efficiency and economy, every expectation entertained in relation to it." The roadway was to be singled tracked except at the inclined planes

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and for a distance of four hundred feet from the head and foot of each plane, on which two tracks were to be laid. "Under proper regulations, and with transportation effected by the company," it was claimed that "such a work would be entirely adequate to a trade of from 150,000 to 200,000 tons per annum," which was considered quite large at that time, but appears rather small nowadays.

"The inclined planes" are represented in the report as being "embraced in a distance of less than nine miles from the point of commencement, near Philipsburg." The word "near" does not mean "at" or "in" the town, for, as already intimated, the coal mines referred to were at the head of Clover Run, in an easterly direction from Powelton and not far from where "Blasty" Stonebreaker now lives. If any confirmation of this statement were needed it can be found in the fact that the rise from "the entrance of the principal drift" to the summit of the mountain was only 262 feet and the distance to Petersburg but a fraction over 28 miles. Besides this, persons are still living who remember that, through the circumstance of a man named Lack Devine having taken a job of opening the drifts of the mines, the locality became known as "Lack's Hollow."

The following summary is given as the estimated cost of constructing the railroad:

Section 1st, 3 miles and 2,535 feet..	\$41,110.05
" 2nd, 3 " " 93 "	.. 31,039.53
" 3rd, 2 " " 2,137 "	.. 29,825.26
" 4th, 5 " " 567 "	.. 49,328.28
" 5th, 2 " " 4,910 "	.. 28,726.18
" 6th, 5 " " 2,775 "	.. 40,443.75
" 7th, 5 " " 4,070 "	.. 56,820.33
	<hr/>
	\$227,293.38

"The above aggregate embraces no item for superintendence or contingencies. This, under ordinary circumstances, would be placed at 7 per cent." In section 7 is "a level tunnel, 1,300 feet long, through a spur of Tussey mountain," and is referred to by the engineer as the principal item of expense" in that section.

In making a forecast of the benefits to be derived from the construction of the projected railway, Mr. Philips stated that bituminous coal had already been used for puddling and air furnaces at Pittsburg and elsewhere—that by an experiment with one-third coke and two-thirds charcoal, made the previous year at Bald Eagle furnace, on the line of the railroad, pig metal had been produced without its quality being in the least impaired, and he did not doubt that in furnaces then in operation an equal quantity of each might be advantageously used, but it would become indispensable to build the furnaces more lofty. On the advantages of using bituminous coal for generating steam, making illuminating gas, and for other purposes, he commented at some length, and drew conclusions that seem almost prophetic when viewed in the light of later experience with soft coal for the purposes indicated in his report, which was printed in the same pamphlet with that of the engineer.

In 1833, Wm. E. Morris completed another survey for Mr. Philips for a railway "intended to connect the Bald Eagle Navigation with the Coal Field and Pittsburg." The grade is represented as "in no case exceeding 45 feet per mile—distance 34 miles from the summit at Emigh's Gap to Milesburg, and overcoming the summit of the Allegheny mountain without an inclined plane." This route and the one for the Philipsburg and Juniata Railroad are outlined on a map in the possession of Mrs. L. H. Mull, showing all the Philips' lands, sold and unsold, in this region, on the date given above.

At a meeting of the Board of Managers held on the 2d day of December, 1833, Mr. Hardman Philips was elected President of the Company; Messrs. John Norris, David Stewart, John S. Isett, Wm. Bagshaw, John Matley and John Owens were chosen as Managers; and Thomas Henry Potter as Secretary and Treasurer.

Mr. Philips was very much in earnest about the project, but despite all his efforts it did not receive the encouragement it deserved, and he therefore offered to hypothecate to leading capitalists of Philadelphia the profits of his coal mines to guarantee an interest of six per cent. if they would advance the necessary funds. This failing, he tried to secure aid from the State, in shape of a guarantee of five per cent. for twenty-four years on \$250,000, for the completion of the work, and a bill for this purpose was reported in the Legislature, but never acted on. He then undertook to form a stock company, 1,000 shares to be subscribed by citizens of the United States, and the rest to be placed in England. In furtherance of this plan he had an advertisement inserted in the London Morning Chronicle on the 18th of September, 1835, giving full particulars and soliciting subscriptions from English investors.* He had meanwhile asked the Legislature for authority to make it a limited partnership, which he regarded as an essential to success, and expressed the fear that without it his career of usefulness would be arrested, the estate in this country retrograde to its former condition, his manufacturing establishments be ruined, many industrious persons thrown out of employment, and the home market for neighboring farmers destroyed. His project, considering the time, was one of great magnitude, and had it been carried into effect, his dream of making Philipsburg a great industrial centre would have become a reality long ago. But the fates were

*Copy of Mr. Philips' Advertisement.

"PENNSYLVANIA COAL, LAND AND TIMBER COMPANY, NORTH AMERICA. To be incorporated by the State of Pennsylvania. Capital £135,000, in 6,750 shares of £20 each. Deposits £2 per share, to be paid to Messrs. Presscott & Grote, Threadneedle street, or to Messrs. Cocks & Biddulph, Charing-Cross, the bankers of the company. 1,625 shares are already subscribed for; 3,125 shares only will be issued to the public at par; the remaining 2,000 shares will be subsequently issued at a premium, such premiums to be applied to the benefit of the holders of the 3,125 shares. Application for shares and prospectuses to be made, (if by letter, postpaid,) to Mr. Henry Brookman, the Secretary, 10 Bernes street, Oxford, or to Messrs. Clif & Fisher, solicitors, No. 1 Copthall-court, Throgmorton street, and 36 Ely-place, Holborn."

This "ad" sounds very much like one gotten up to finance a more modern mining project.

against him, the railroad was not built, and the sequel will show that his predictions were to some extent correct.

The different works at Philipsburg had meanwhile been kept in operation. The manufacture of screws was continued during the years 1835-36, but the burning of the forge in 1836 resulted in a suspension of work in 1837. If Mr. Philips had any intention of resuming, he made no effort to do so for a few years, and then it became infeasible through a circumstance that he could neither foresee nor control. It was this: In 1836, General Thomas W. Harvey, the father of Hayward Augustus Harvey, inventor of the world-renowned Harveyized armor plate for war vessels, removed to Poughkeepsie, N. Y. A screw manufacturing company was organized there during the same year. The elder Harvey was one of the incorporators, and the plant was based on several of his inventions. These were finally patented in 1846. The product was the gimlet-pointed screw. The improved article, which was probably manufactured and placed on the market soon after the patent was "applied for," at once superceded the old blunt end screws, and as Mr. Harvey would not dispose of even a shopright, no attempt was made to again start the Philips' factory. Mr. Philips had in the meantime concluded to dispose of all of his property in this region, the land alone footing up 73,164 acres and 153 perches on September 1st, 1838, and in 1844 he made an agreement for its sale to Daniel Ullman, a prominent citizen of New York, and Nathaniel Stanley, of Vermont, who furnished the larger part of the money that had to be paid in hand. These gentlemen came to Philipsburg and commenced operations, but meeting with unexpected obstacles and business proving unremunerative, they were forced at the end of two years to annul their agreement. The residue of the estate was afterwards sold to Morgan, Hale & Co., who still hold portions of it, and Mr. Philips returned to England, where he died on the 5th of December, 1854, in the 71st year of his age.

Some persons incline to the opinion that his departure was attributable to the untimely death of his two young sons on whom he had centered his hopes as the inheritors of his vast property holdings in this section of the country; but it can more likely be traced to the fact that, regarding himself an English gentleman, and looking upon birth and wealth as of paramount importance, he could not bring himself to believe that the governing power could be safely placed in the hands of the common people and, in addition to this, ridiculed the idea of ever becoming a citizen of the United States. Holding such views, he took umbrage at James Alport, who came here in 1827 and settled at old Morrisdale in 1828, when the latter announced his intention of being naturalized, and as a consequence these two positive men—each of whom had enjoyed the advantages of high and refined social life in his native land—severed their friendship and continued bitter personal and political enemies until they met, face to face, at the communion table, a short time before Mr. and Mrs. Philips took final leave of the community with which they had

been identified for so many years. The scene on that occasion is described as being somewhat dramatic and quite affecting. Mr. Philips, broken down in health and leaning on the arm of his wife, approached and knelt at the chancel. Mr. Alport, whose inferior extremities were paralyzed, was carried forward and placed at his side. They gazed at each other. The fountains of their hearts were broken up. These men of strong will and determined purpose became as children. They wept, embraced, and were reconciled. Mr. Alport had, in 1831, married Miss Matilda Hunter, a daughter of James Hunter, of Centre Furnace. They had seven children, of whom James Cramond, Mrs. Mary A. Berger and Mrs. J. Y. Dale are still living. Mr. Alport died in 1854, the same year in which Mr. Philips passed away. Mrs. Alport, who had been afflicted with lameness for many years but retained her mental faculties unimpaired until the last, died on the 2d of February, 1899, at the home of Mr. and Mrs. D. W. Holt, venerated and beloved by all who knew her. Her daughter, Mrs. Holt, died March 7th, 1901.

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Incidents, not connected with the regular course of affairs, took place occasionally, one of which characteristic of the persons engaged in it, will bear repetition. Mr. Philips, as the story runs, was anxious to shoot a bear and send part of it to his father in England. So he made it suit one day to meet Thomas Hancock and Leonard Kyler, both skilled in woodcraft, and have them accompany him on a hunting expedition. Kyler had an intense dislike for the British, but could not think of foregoing an opportunity of taking part in a species of sport of which he was very fond. As fate would have it, he was the first to come across a bear, and promptly shot it. This, under the circumstances, exasperated Mr. Philips so much that he indulged in some threatening remarks. As Kyler exhibited no signs of fear or concern about the matter, it was dropped without parley, and the hunt resumed. Another bear was soon tracked and, after an exciting chase, Mr. Philips dispatched it, a result that gratified him very much and likewise restored his good humor. On the way home a pigeon was seen alighting on the top of an unusually tall pine tree, and the question arose as to whether it could be shot on such a high perch. Kyler at once raised his rifle, took deliberate aim, and brought down the bird. Philips, admiring the other's skill, remarked in a jocular vein, "Why, I believe you could hit a man's eye at that distance." "Yes," dryly responded Kyler, who had not forgotten the bear episode, "I think I could if it was an Englishman's," and the significant glance he cast at Mr. Philips left no doubt as to what he meant.

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Philipsburg was regarded as a stirring and prosperous town during the time its manufacturing establishments were in operation, but once they were permanently closed it became "a dull old place," and continued so until it was livened up by the woodsmen while the timber and log jobs lasted. Then stagnation

again set in, but when the Tyrone & Clearfield Railroad was completed to this point in 1864, and the coal mines were opened, Philipsburg soon gained the reputation of being the most stirring and progressive inland town in the State. Two disastrous conflagrations, the last one in 1876, destroyed the equivalent of two squares in the business part of the place, but larger and more commodious buildings were erected on the site of the burned ones, among them Mrs. H. Foster's block, the spacious stores of Gray, Wolf & Co., and those of W. H. McCausland, C. G. Hirlinger and Robert Taylor. Notwithstanding these destructive fires, a steady business pace was maintained until the setting in of the ruinous depression that was experienced all over the land in the last decade of the century recently closed, but which has gradually, and it is hoped permanently passed away.

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On the north side of Presqueisle street, between Sixth and Seventh, stands the old "Union Church," an odd-looking edifice that is usually called the "old mud church." Its architecture bears traces of the Gothic style, but its general quaintness is apt to attract the attention of the passing stranger. In the little adjoining cemetery, "each in his narrow cell forever laid," some of the humble "forefathers of the hamlet sleep," and a few aged oaks and tall green pines keep constant vigil over their silent graves. Among the tombstones, enclosed by an iron fence, is a tasty white marble obelisk, with a bronze plate on one side of the base, which bears the following inscription:

IN HOC SIGNO VINCES.

In memory of Hardman Philips,
the founder and benefactor of the settlement of
Philipsburg, this cross is erected by his
sorrowing widow, Sophia Philips.
He was born Sept. 21, MDCCCLXXXIV.
Died Dec. 5th, MDCCCLIV.
In Peace.

Alongside, on a brick wall, is a large grey-stone slab, on which is the following record:

Thomas Hardman Philips, died at Niagara Falls, Aug. 17th, 1824, aged 5 months and 4 days.

John Edward Philips, died at Yellow Springs, Chester county, Aug. 11th, 1827, aged 4 months.

Hardman Lloyd Philips, died at Philipsburg, June 28th, 1833, aged 8 years and 4 months.

John Edward Philips, died at Philipsburg, July 8th, 1833, aged 4 years and 21 days.

Sophia Latitia Philips, died at Hampton Court, Herefordshire, April 12th, 1837, aged 14 years and 2 days.

The two lads, Hardman Lloyd and John Edward the second, were the favorite children of Mr. Philips, and are the only members of the family who are buried here. Their death, so close together, was a grievous blow to the father, and when his daughter also died four years later in England, he seemed to lose the interest he had previously shown in his

extensive business operations in this section of the country.

Near the northwest corner of the same cemetery, in a plot enclosed by a neat galvanized iron railing, are several well-cared for graves. On two of the white marble tombstones appear the names of John G. Schultz, one of the original pioneers, and of Rosalie, his wife. From the inscription it appears that she died on the 7th of Oct., 1842, aged 72 years, and he on the 8th of Dec., 1844, aged 83 years. His son, Frederick is also buried there, as are likewise some other members of the Schultz family.

The lot on which the old church is standing was part of the outlot that John G. Schultz received when he first came hither. As already stated, he had cleared a portion of it, and when the early settlers needed a place for burying their dead, he permitted them to use it for that purpose. Afterward, when Mr. Philips wished to secure a burial ground he offered to exchange another piece for it, and Mr. Schultz having knowledge of a spring of excellent water in a small grove of sugar maples on the opposite side of the creek, accepted four acres there in lieu of it. He later on purchased twenty odd acres adjoining, and the two pieces are embraced in the farm now owned by his grandchildren, Christopher C., Frederick W. A. and Miss Sarah Schultz.

In the summer of 1900, Dr. Chas. E. McGirk and his sister, Miss Annie, while looking over the papers of their grandfather, James McGirk, deceased, found several documents which place the little church and matters pertaining to it, in a new light. They show that the original building was erected in 1819 or 1820, by a fund to which inhabitants of the village and neighboring settlers had generally subscribed, and was to be used as both a meeting and a school house. Mr. Philips, who owned the ground, and was doubtless also a contributor, executed a deed of trust for the property on the 12th of Nov., 1820, and named himself, Jacob Test and Jas. Collins as trustees. In 1834, the State Legislature was petitioned for and presumably granted authority permitting the qualified voters to elect trustees annually, and this has been done, with few exceptions, until the present time. In 1842, the requisite amount of money "to repair and improve" the building, was also raised by subscription, and this list of contributors, as well as the first one, is among the McGirk papers. It was then that the inside was remodeled, and by erecting a square tower at the front, putting an addition to the rear, changing the shape of the windows, and rough-coating the walls, that its present form and appearance was imparted to the outside. Some complaint about the heavy expense incurred, not only produced considerable discord at that time, but subsequently brought on an unseemly contest between Mr. Philips and leading citizens regarding the control of the edifice. An aftermath of trouble followed, for suit was entered on an alleged debt, judgment obtained, execution issued, a levy made, and the old church condemned for sale. Mr. McGirk and other interested persons took prompt steps to stop the proceedings. At August

term, 1845, a rule was granted for taking depositions, and at a later session the case was tried before Judge Woodward, who set aside the judgment on technical grounds that were laid down in the written opinion of the Court. An appeal to the Supreme Court was talked of, but it does not appear that any such action was taken.

No regular services were observed in the old church prior to the building of the Trinity Episcopal edifice in 1833 or 1834, but Sunday worship, under the auspices of Mrs. Philips herself, was held at "the big house," as the people were wont to call the Philips' mansion. Since then, denominations that possessed no meeting house of their own have been using the old one as occasion required. Around it cluster many interesting memories, and it ought to be carefully preserved as a connecting link between the dead past and the living present, for not a vestige remains of the screw mill, forge or other manufacturing plants which in earlier days had been erected in the town by the enterprising men who then shaped and controlled its industrial affairs.

PART III.

The Borough Charter—Burgesses and Town Councilmen—Public Buildings and Fire Companies.

THE first effective movement for transforming the "village" of Philipsburg into a "borough" was made in the year 1864. At that time no more than forty-five "freeholders" were residing within the proposed limits. Twenty-seven of these, being a majority of all, as required by law, presented an application to the Court of Quarter Sessions of Centre County for a charter of incorporation, making certain necessary representations in their petition, and defining by courses and distances the territory that was to be embraced by the outer boundary lines. The signers were Charles R. Foster, Wesley Runk, Chester Munson, Levi Munson, Thomas B. Potter, Margaret Myers, G. F. Hoop, Oscar Adams, Thomas Hancock, E. F. Lloyd, Emily H. Jones, J. B. Hobenacker, Margaret Duross, Martha A. Williams, James C. Williams, Martha Ammerman, Samuel Fleck, Jesse L. Test, Hannah Glosby, Christina Ross, D. C. Nelson, Joseph Ferguson, Jane E. Steiner, Ellen J. Nelson, James Graham, Mary M. Ganoe and John D. McGirk. Here is one instance at least where "women's rights" were not only duly recognized but actually utilized, for in the list of petitioners are the names of no less than ten females, and without these it is doubtful if the requisite majority of "freeholders" could have been obtained. At the August Sessions of 1864, the grand jury made a favorable report concerning the matter, after which it was laid over until the next term. On the 29th of November, 1864, the Court confirmed the report of the grand jury and decreed that "henceforth the town of Philipsburg shall be a borough, with all the rights and privileges thereunto belonging." The first election under this charter was held on the

third Friday of February, 1865, Jesse L. Test being Judge, and John Hancock and J. C. Williams, Inspectors, and a full list of municipal officers were chosen.

The following is a list of the Burgesses and Town Councilmen, from the organization of the borough to the present time:

1865.—Burgess, James C. Williams. Town Council, Chester Munson, Charles R. Foster, Albert Owens, J. D. McGirk, Levi Munson.

1866.—Burgess, Thomas B. Potter. Council, G. F. Hoop, J. Y. Galer, John D. McGirk, Chares Copelin, Levi Munson.

1867.—Burgess, William Riddle. Council, John D. McGirk, Peter Weber, Joseph Jones, James A. Ganoe, Asa Whitcomb.

1868.—Burgess, Edward Perks. Council, Allen Faulkner, William Eboch, M. Johnston, J. S. Flegal, A. C. Bumgardner.

1869.—Burgess, J. C. Williams. Council, Chester Munson, D. C. Way, O. Hancock, Chas. Copelin, Benj. Jones.

1870.—Burgess, Matthew Johnston. Council, L. G. Dom, T. H. Switzer, John Peightal, J. W. Mattern, Wm. Sterret.

1871.—Burgess, M. Johnston. Council, Robert Lloyd, T. B. Potter, D. C. Way, John W. Mattern, G. H. Ziegler.

1872.—Burgess, George H. Ziegler. Council, Wm. H. Jones, Chester Munson, J. W. Daicey, Jacob W. Jones, E. H. Ellsworth.

1873.—Burgess, G. H. Ziegler. Council, Robert Lloyd, W. H. Jones, Jacob W. Jones, D. S. Dubree, R. Hudson.

1874.—Burgess, Wm. L. Harper. Council, Edward Perks, Robert Lloyd, J. W. Jones, W. E. Irwin, George C. Davison, Henry Stockbridge.

1875.—Burgess, William E. Irwin. Council, H. Stockbridge, W. H. Jones, G. W. Davison, H. Simler, Andrew Beck.

1876.—Burgess, W. H. McCausland. Council, Harry Simler, Wm. Hudson, E. Bollinger, Robert Musser, E. P. McCormick, Owen Hancock.

1877.—Burgess, B. J. Laporte. Council, H. Simler, G. H. Ziegler, O. P. Jones, R. Lloyd, Samuel Miller, A. E. Ziegler.

1878.—Burgess, J. N. Casanova. Council, Joseph Jones, S. K. Fleck, W. G. Myers, C. G. Hirlinger, C. A. Faulkner, John A. Lindsey.

1879.—Burgess, Chester Munson. Council, Matthew Gowland, J. B. Childs, Geo. B. Simler, J. W. Mattern, C. G. Hirlinger.

1880.—Burgess, George B. Simler, Sr. Council, I. Sankey, B. J. Laporte, Benj. Jones, C. G. Hirlinger, Isaiah Harr, J. W. Mattern, (resigned).

1881.—Burgess, Jeremiah Sankey. Council, C. Munson, Alfred Jones, A. J. Graham, Isaiah Harr, C. T. Fryberger, G. W. Hoover.

1882.—Burgess, A. H. Smith. Council, R. Lloyd, John A. Wolfe, W. E. Irwin, Hiram Hoffer, W. P. Duncan, A. V. Carpenter.

1883.—Burgess, George E. Parker. Council, J. W. Jones, D. E. Bottorf, Owen Hancock, Henry Lehman, O. S. Fleming, T. B. Potter, Fred. Ramey, W. H. Sandford, D. W. Holt.

1884.—Burgess, E. P. McCormick, Council, T. B. Potter, D. W. Holt, Owen Hancock, G. B. Simler, A. J. Graham, William Stein, W. H. Dorland, W. H. Wigton, H. Lehman.

1885.—Burgess, E. P. McCormick, Council, Thomas B. Potter, W. H. Dorland, Wm. H. Wigton, A. J. Graham, George B. Simler, Edwin Tyson, H. Lehman, John M. Holt, O. Hancock.

1886.—Burgess, R. E. Munson, Council, E. Tyson, Henry Lehman, J. M. Holt, W. H. Wigton, A. J. Graham, G. B. Simler, J. B. Childs, Austin Atherton, S. B. Row.

1887.—Burgess, H. C. Warfel, Council, George B. Simler, Owen Hancock, W. H. Sandford, J. B. Childs, S. B. Row, E. Tyson, H. Lehman, John M. Holt, A. Atherton.

1888.—Burgess, H. C. Warfel, Council, S. B. Row, W. H. Sandford, Thomas Doyle, W. C. Lingle, G. M. Rhule, W. H. Wigton, Owen Hancock, A. Atherton, J. B. Childs.

1889.—Burgess, John Gowland, Council, W. H. Wigton, Thomas Barnes, Thomas Norris, A. V. Hoyt, W. H. Sandford, T. Doyle, O. Hancock, W. C. Lingle, G. M. Rhule.

1890.—Burgess, H. C. Warfel, Council, Thomas Barnes, W. H. Wigton, W. C. Lingle, George M. Rhule, Thos. Doyle, A. V. Hoyt, Lot Jones, J. N. Schoonover, Al. Jones.

1891.—Burgess, R. E. Munson, Council, Thomas Barnes, J. N. Schoonover, George B. Simler, Lot Jones, W. C. Lingle, A. V. Hoyt, Robert Hudson, John Gowland, Al. Jones.

1892.—Burgess, Andrew L. Bolger, Council, J. A. Hatch, David H. Parker, John E. Homer, W. C. Lingle, J. N. Schoonover, Lot Jones, G. B. Simler, Jr., A. Jones, W. H. Sandford.

1893.—Burgess, A. L. Bolger, Council, David H. Parker, J. A. Hatch, P. E. Womelsdorf, M. B. Hysong, Grant Way, J. E. Homer, W. C. Lingle, G. B. Simler, C. T. Fryberger, the latter chosen to fill the vacancy created by W. H. Sandford's resignation.

1894.—Burgess, A. L. Bolger, Council, J. A. Hatch, Grant Way, D. H. Parker, P. E. Womelsdorf, M. B. Hysong, John G. Platt, James Black, George W. Hoover, Fred, Gowland.

1895.—Burgess, A. L. Bolger, Council, M. B. Hysong, J. A. Hatch, P. E. Womelsdorf, J. G. Platt, Grant Way, W. H. Denlinger, J. W. Stein, G. W. Hoover, Frank Gowland.

1896.—Burgess, A. L. Bolger, Council, W. H. Denlinger, J. W. Stein, John G. Platt, J. Black, S. S. Crissman, George G. Parker, G. W. Lucas, Frank Gowland, G. W. Hoover.

1897.—Burgess, Geo. B. Simler, Jr. Council, W. H. Denlinger, J. W. Stein, S. S. Crissman, G. G. Parker, Frank Gowland, Henry Southard, W. M. Melick, Charles H. Guelich.

1898.—Burgess, G. B. Simler, Jr. Council, J. W. Stein, S. S. Crissman, H. Southard, G. G. Parker, C. H. Guelich, W. M. Melick, H. K. Grant, J. C. Harding, Al. Jones.

1899.—Burgess, Geo. B. Simler, Jr. Council, W. H. McCausland, W. M. Melick, Alfred Jones, John Hirst, C. H. Guelich, H. K.

Grant, Henry Southard, J. W. Stein, A. J. Graham.

1900.—Burgess, Jesse Lukens, Council, A. J. Graham, H. K. Grant, John Hirst, W. H. McCausland, Alfred Jones, J. H. Eskridge, J. W. Stein, Henry Southard, George Richards.

1901.—Burgess, Jesse Lukens, Council, James Passmore, H. Southard, John Hirst, T. J. Lee, W. H. McCausland, J. H. Eskridge, J. W. Stein, Geo. Richards, Robert H. Moore.

1902.—Burgess, Jesse Lukens, Council, James Passmore, Henry Southard, T. J. Lee, J. H. Eskridge, George Richards, J. W. Stein, Charles E. McGirk, S. M. Miller, Robt. H. Moore.

1903.—Burgess, Jacob Swires, Council, S. M. Miller, James Passmore, R. H. Moore, J. W. Stein, T. J. Lee, Charles E. McGirk, W. B. Brown, J. Albert Walton, Geo. Richards.

1904.—Burgess, Jacob Swires, Council, S. M. Miller, Charles E. McGirk, Charles Council, W. B. Brown, J. W. Stein, Albert Walton, George Richards, A. B. Herd.

* * * * *

"The "Town Hall," as it is styled on a white marble tablet imbedded in the front wall, was built in 1887. It cost all of \$10,000, but it can scarcely be considered an ornate edifice, and the owners of adjacent dwellings would, for obvious reasons, be well pleased if it were somewhere else. Before getting placed on its present site, the unusual had happened to this building, for early in the year above mentioned the town council had taken the requisite steps to erect it upon a lot belonging to the borough on North Centre street, within 500 or 600 feet of where it now stands. Hoover, Hughes & Co., to whom the contract was awarded, had laid the foundation and put up the outer walls of the first story, when objections were made to the location and the dissatisfied kept up the agitation until Council reversed its action, the work already done was torn down, and the material removed to the North Park, where the building was finally completed. The large room on the first floor and the parlor on the second were used for a while by the two fire companies, but after the Reliance got quarters of its own on Second street, the Hope Company had the sole occupancy of these apartments. The Town Council has an excellent room, neatly fitted up, on the second floor: an adjoining one is set apart for the Burgess and Police Department; half of the basement is used as a lock-up, and the remainder serves as a storage place for implements belonging to the borough. The Second ward elections are held in the room on the first floor. While the persons who were mainly instrumental in effecting the removal probably thought they were doing what was right, it is now a matter of general regret that they succeeded, for the "Hall," as located at present, obstructs the view of the widest and finest street of the town, and has diverted the northern portion of the Park from the purpose for which it was intended by its donor, Mr. Philips.

The Reliance company erected its two-story building in 1889, at a cost of \$2,200.

The steamer, hose and ladder trucks were housed on the first floor, and on the second there was a cozy parlor and reading room. For several years the elections of the First ward were conducted in the lower room, and the company occasionally permitted it to be used for other purposes, presumably bringing in a little revenue that could be applied to current expenses. The ground lease having expired, the owners of the lot gave notice to have it vacated by the end of the year 1899, but the time was extended, by arrangement, until the spring of 1900. Meanwhile the borough authorities secured from the same parties another lot fronting on Presqueisle street, and a two-story brick with some desirable conveniences has been built on the new site.

Both the companies are volunteer organizations and receive no pay for their services, but a laudable spirit of emulation prevails among the members and makes them enthusiastic in responding to calls for fire. They have in a number of instances prevented destructive conflagrations by the prompt and effective manner in which they handled their steamers and other apparatus; and our citizens generally, as well as the members of the town council, are justly proud of them, and on more than one occasion have shown a substantial appreciation of their usefulness.



PART IV.

Schools and School Directors.

THE present generation, with the exceptionally great advantages it enjoys, can scarcely form a correct idea of the difficulties the early inhabitants of the town experienced in getting instruction for their children. Free schools were then unknown, and as the parents had either to do the teaching themselves or pay so much for each scholar, it seems strange that a man of such culture and foresight as Mr. Hardman Philips had omitted to make any provision for supplying the intellectual wants of the rising generation. Mrs. McCloskey, grandmother of Robert Lloyd, deceased, it is said, opened the first school in the "burg," but the date of its commencement has not been ascertained. In 1818 William Kelly taught in the old building which was subsequently used in the construction of the "Union" church. He and those who succeeded him probably confined their teaching to the primary branches—reading, writing and arithmetic. "Spelling matches" were, however, gotten up occasionally as an incentive to pupils, and some of the girls and boys could justly pride themselves on their proficiency in orthography acquired in these commendable and beneficial contests. At that time there existed in most rural localities of the State an amazingly strong prejudice against teaching grammar in the schools. That was regarded as a needless feature of education, and comparatively few persons residing in the sparsely settled sections of country were versed in it. Its open advocates met with little encouragement, and no man seeking an official position or political preferment would venture to express himself

in its favor. It is really surprising, therefore, that it should have been introduced, as it actually was, in this little backwood's village, as early as the summer of 1825, when "Mr. Joseph Harvey Hull and his sister, Miss Caroline Hull," as set forth in a circular, opened "a grammar schools by lectures," two of which were delivered in the forenoon and two in the afternoon on each day of its continuance. This was most assuredly a great advance in the educational methods then in vogue, and those who availed themselves of the "lectures" were probably benefited in after years by what they learned under such unusual conditions. Mr. Hull and his sister, it appears, succeeded very well, for their class was composed of fifteen persons, Mary Kensler, Jane McGirk and Mary Ann Plumbe, females—George Schultz, John Ayres, John Dale, James Collins, George Rawle, John Flegal, John Kinnear, John Meek, William Hull, John Plumbe, Richard Plumbe and Henry Devine, males. There is no way of determining how many children had been taught regularly by Mr. Kelly or any of his immediate successors, but taking the population as represented by tradition and other matters bearing on the subject into consideration, it is safe to assume that twenty or twenty-five would be an over, rather than an underestimate. This number will no doubt appear small when compared with the six to seven hundred scholars now in daily attendance during the nine months' term of our school, with its eighteen instructors—a supervising principal, an assistant principal, and teachers for the different grades and sub-grades.

If the citizens of Philipsburg in former times felt the want of educational facilities, they are not experiencing anything of that kind at present. Their schools and school edifice are second to few outside of the large cities, and present a strong contrast to what they were in 1818, when one teacher instructed the few children of the village in the little rustic building then used for that purpose. It must not, however, be supposed that the transition from the old to the new order of things was rapid. In fact, scarcely any perceptible headway had been made until the fall of 1866, when a large lot, or rather a square of ground, was purchased for \$1,000, and a two-story frame building put up on it, to which two smaller ones were subsequently added. The Board of Directors at that time consisted of Owen Hancock, Oscar Adams, L. G. Kessler, Chas. R. Foster, George H. Steiner and William H. Jones. The first principal was our esteemed fellow-citizen, Chas. B. Sandford, who held the position from 1870 to 1873, and was assisted by one male and four female teachers.

If any minutes of the School Boards' meetings had been kept up to that time, or any were made during several of the following years, they have either been mislaid or unintentionally destroyed, for none whatever, as far as can be ascertained, have been in the custody of the persons chosen as Secretaries since 1886. Robert Lloyd, J. A. Wolfe, William E. Irwin, Alfred Jones, Wm. E. Landon and E. A. Ryman composed the Board when the initial step, on a motion of Mr. Irwin was

taken on the 20th of January, 1887, for the erection of a new and more commodious building, which would supply the increasing needs of the community. The movement was quite popular and hence, at the election held in the ensuing March, the proposition was approved by a vote of 226 to 87, whereupon the Board awarded to the Cottage Planing Mill Company of Huntingdon, Pa., a contract for putting up the new edifice. The cost of the building, completed and furnished, was to be \$29,000. The work of construction was promptly commenced and pushed so vigorously that the large and imposing structure was finished in time to be dedicated on the 13th of September.

Since the introduction of the graded system our schools have gained quite an enviable reputation with educators abroad as well as at home. The course of instruction is excellent, and if pupils avail themselves of its advantages they can fit themselves for entrance into college. The pay of teachers is liberal, and this fact, with that of having a nine-months' term, ought to secure the services of some of the best instructors in the country. The Boards of Directors have all been indefatigable in their efforts to keep the schools up to a high standard, and the rising generation should be grateful for what is being done for them in this respect.

The following is a list of Directors from 1889 to 1903, the writer regretting that for the reason already stated, he could not obtain the names of those who had previously served, except such as have been mentioned in this sketch:

1889.—Wm. E. Landon, John A. Wolfe, J. W. Dunwiddie, E. A. Ryman, Hobart Alport, W. E. Irwin.

1890.—Robert Llyod, Wm. E. Davidson, Hobart Alport, J. A. Wolfe, W. E. Irwin, J. H. Turnbach.

1891.—Robert Lloyd, Hobart Alport, J. H. Turnbach, J. A. Wolfe, S. B. Row, W. E. Irwin.

1892.—Robert Lloyd, J. H. Turnbach, J. A. Wolfe, S. B. Row, M. A. Elder, W. E. Irwin.

1893.—Robert Lloyd, Wm. E. Irwin, J. H. Turnbach, J. A. Wolfe, S. B. Row, M. A. Elder.

1894.—A. T. James, Wm. E. Irwin, John Strahan, Hiram O. Hoffer, J. C. Bradin, M. A. Elder.

1895.—A. T. James, Wm. E. Irwin, John Strahan, J. C. Bradin, H. O. Hoffer, J. H. Turnbach.

1896.—J. H. Turnbach, Wm. E. Irwin, H. O. Hoffer, J. C. Bradin, J. E. Hawkins, Geo. B. Simler, Jr.

1897.—J. C. Bradin, Wm. E. Irwin, J. H. Turnbach, H. O. Hoffer, John E. Hawkins, Charles E. Murray.

1898.—Frank Weber, Wm. E. Irwin, Jos. Knapper, H. O. Hoffer, John E. Hawkins, J. Clarence Bradin. Mr. Bradin having died soon after the commencement of this term, J. H. Turnbach was chosen to fill the vacancy. On the death of Mr. Hoffer, a few

months later, C. T. Fryberger was elected to fill his place.

1899.—C. T. Fryberger, Wm. E. Irwin, Frank Weber, Joseph Knapper, John Gowland, C. Westley Atherton.

During the years given in this list, William E. Irwin was Secretary of the several Boards, and it is only candor to say that he discharged his duties in a creditable and satisfactory manner. He was again re-elected, but as his health had become impaired, he felt constrained to resign the Secretaryship. At a meeting of the Board, held August 14th, 1899, Mr. C. T. Fryberger was elected to that position, and Mr. C. W. Atherton was chosen President.

1900.—C. W. Atherton, C. T. Fryberger, Frank Weber, Joseph Knapper, John Gowland, John Gowland.

1901.—C. T. Fryberger, C. W. Atherton, Frank Weber, Joseph Knapper, Wm. E. Irwin, W. W. Andrews.

1902.—C. T. Fryberger, Frank Weber, John Gowland, W. W. Andrews, E. F. Townsend, C. E. Murray.

1903.—W. W. Andrews, Eli F. Townsend, C. E. Murray, John Gowland, C. T. Fryberger, Frank Weber.

1904.—Eli F. Townsend, C. E. Murray, John Gowland, C. T. Fryberger, W. W. Andrews, Frank Weber.

PART V.

Saw Mills, Logging, Etc.

AT the time the Philipses made their initial break in the forests of this locality, "the face of the earth" was almost literally covered with pine, hemlock, oak and other trees. These enterprising men no doubt fully appreciated the value and importance of this timber, but when they raised their first saw mill they probably gave little or no thought to the number of similar structures which might in after years be erected along the valley of the Moshannon.

Inquiries have failed to determine definitely when and by whom the next saw mill after that of the Philips' firm was put up in this immediate vicinity. In 1828 or 1829, Daniel Hoffman and Samuel Walker built one on a site near where the large tannery in Osceola now stands. It was afterwards owned by Thomas Mayes. In 1832 or 1833, Abraham Goss put up another on the Moshannon near Dunbar. William McCullough, Sr., who subsequently removed to Clearfield, acquired an interest in it in 1841 or 1842. Christian Harnish, in possibly 1836, erected the saw mill which was afterwards purchased by Jacob and George Steiner. It was located at the dam above the Wigton fire-brick works, on the Chester Hill side of the creek. Dr. Henry Loraine and Thomas Lever had as early as 1829, built one about two and a half miles this side of Munson. It was later on sold to Bowman & Perks, and called the upper mill to distinguish it from another put up by Edward Perks, Sr., opposite Munson sta-

tion. The latter was the same mill which subsequently belonged to Hon. Chester Munson and Maj. J. A. Crawford. Thomas Snyder had one near Winburne that was at one time operated by Judge Munson also, and D. M. Bilger had another at the mouth of the Black Bear run, erected in 1852, which was the first mill in Centre county supplied with a muley saw. The "Pioneer" mill of Groe & McKean was located at the head of a great windfall that will be referred to again. This mill was afterwards owned by Swartz & Bauer. There was also a saw mill on the Bates' property, near the mouth of the Moshannon, which a few years after being started in 1848, was run by a couple of the younger members of the Bates' family from Lancaster county, sons of John Herman Bates, who died at Pine Glen, Snow Shoe township, on the 8th of Nov., 1901, in the 75th year of his age. These are all the early water power mills, so far as can be learned, that had been put up on the Moshannon. In later times, the Moshannon Land and Lumber company operated its immense establishment at Osceola with steam, and so did Maj. D. W. Holt the one he had at Loch Lomond, each of which turned out annually millions of feet of lumber that were shipped on the railroads to other parts of the country.

Several saw mills had at various times been put up on Coldstream and some of its tributaries, and the same difficulty was experienced in fixing the date of their location as with all others. Towards the end of the Forties, probably in the year 1848, Stephens, Rider & Hamilton erected the "sash" mill, so called because it was supplied with an up-and-down or gate saw. Six or seven years later they built another at what is known as the "muley" dam, a name that is derived from a long, stiff saw which moves much more rapidly than the ordinary gate saw. About 1861, ex-Sheriff Wm. B. Ziegler, of Huntingdon, put up the mill beyond Twigg's on Clover run, but it was afterwards owned and operated by the Reed Brothers, of which firm Capt. Joseph Reed was the head and managing partner. In 1863, Messrs. L. G. Kessler and Wm. M. Lloyd started one at the "big spring," on the pike, a couple miles south of Philipsburg. They also erected a mill on Coldstream, which they sold to Bean & Zimmerman, but it was better known as Bean's mill. In 1865 or 1866, the Reeds built the large mill at "Squankum" dam, and there was an old one near Vaughn's, owned by Hays Hamilton, that was subsequently operated by the Reed firm also. The steam saw mill in "Cabbage Hollow" belonged to Mr. McCauley, and there was a box-board mill in the same vicinity, run by one of the Reeds. Daniel Ayres had a saw mill attached to his grist mill, built in 1852, on Beaver run, a few miles northwest of town, and Henry Post had a waterpower mill along the same stream, on the John Goss property. In 1872 or 1873, Moses Owens put up a saw mill on Beaver run, about a mile north of this place, and more recently Wiser & Bender had one, propelled by steam, near Graham station. The last saw mill in this neighborhood was erected in the autumn of 1900, by the Bloomington Coal Company, about two miles

from Philipsburg, at the "Nuttall blocks," in close proximity to which a considerable quantity of good timber was still standing.

The product of the older mills was formed into rafts and transported in that way to the markets down the Susquehanna. Some timber rafts were likewise constructed at different times, but as the Moshannon is not adapted to long floats, comparatively little was done in this line. Ullman & Stanley, who, in their time, had made several of the latter kind at the mouth of Horner run, were unfortunate with them and therefore dropped that mode of lumbering. It is not at all likely that any person ever attempted to run long spars down this stream, but entries in the old day-book show that, as early as December 30th, 1799, the Philips' company "engaged James McCauley and Jacob Meyer to go from the mouth of Clearfield creek to the mouth of Muddy run to examine if there is any mast timber handy on the banks" which can be got into the creek. As the creek was "hard frozen" and could be traveled on, it was considered "an easy time" to examine the timber. From this "extraordinary undertaking," as the bookkeeper terms it, the two men returned a week later, and the "account given by McCauley (on January 7th, 1800), was that at the banks of the said creek there could be got about 100 mast sticks," adding, however, that "from the mouth of Clearfield creek perhaps half way up to the mouth of Muddy run, are rocks which at present interrupt the navigation of masts, but could be cleared out with small expense." As this matter is not again mentioned, it may be taken for granted that the project was not carried into effect. Had "mast sticks" been put into Clearfield creek at that early day, the unusual incident would have been kept "green in the memory" of the people as was the fact that the first raft floated on the waters of this region was one of house-logs which David Litz, in 1805, piloted out of the same stream and down the River to the mouth of Queen's run, where he sold it to Joseph Quay, who was operating a saw mill at that place.

It will not be amiss to state here that an ordinary sized river raft was about two hundred feet long, 22 wide, and contained probably 5,000 cubic feet of square timber. A raft of sawed lumber had generally ten platforms, and contained from fifty to sixty thousand feet, board measure. On the Moshannon, which is a narrow and crooked stream, the rafts were scarcely half the length specified above, but when they arrived at the mouth of the creek, or in the smooth water below "Buttermilk Falls," two of them were "lashed" or coupled together, and run to their destination at Lock Haven, Williamsport, Middletown, Marietta or intermediate points. Of the hardships and dangers incident to this part of the business it is not proposed to say anything more than that there were many thrilling experiences, narrow escapes, and occasionally fatal accidents, which the old raftsmen—may their souls rest in peace—were always fond of rehearsing to patient hearers.

A phenomenal storm that passed over this part of the country in 1847, not only did much damage directly, but in its secondary effect introduced a system of lumbering which subsequently produced a vast amount of dissatisfaction and trouble. The Portland Lumber Company of Maine had a tract of over 400 acres of heavily timbered land on the Moshannon at which is known as "The Shelvings," a mile and a half above where Peale is now located. All the trees on this tract were prostrated by the resistless wind, and it was a question as to what could be done to prevent the loss of so much valuable timber. The owners, after the lapse of some time, concluded to have it cut into saw logs and floated to a place where it could be manufactured into boards and plank. Lock Haven was chosen for this purpose, and in furtherance of the project Wing & Getchell established a saw mill there. Early in 1851, J. B. Wing was placed in charge of the work on the land. He succeeded in getting about 2,000,000 feet of logs ready for floating, but a lack of water compelled him to postpone "the drive" until the spring of 1852. As the logs were not fastened together in any way, but were permitted to run loose in the stream, they subjected the raftsmen to a great deal of annoyance and in some instances caused the rafts to be wrecked, or "stoved," as such an occurrence is usually called by the lumbermen. This engendered a feeling of dislike to log-floating among those not engaged in it, but any mutterings that may have been heard, did not deter Mr. Wing from continuing his work on the Portland tract until all the timber was utilized. While this was being done, the Blanchards commenced another job farther up the stream, and in a short time log camps were not an uncommon thing in this part of the country.

In the meantime the boom at Williamsport had been constructed, and instead of logging being confined to the waters of the Moshannon, it was extended to the tributaries of the Susquehanna in the adjoining county of Clearfield. Inasmuch as rafting was carried on extensively along those streams and on the river itself, the feeling against log-floating soon became widespread and aggressively bitter. An "anti-boom meeting" was held in Clearfield borough on the 17th of March, 1856, of which Ellis Irwin, Esq., was President; Hon. Richard Shaw, John F. Weaver, James B. Graham, Wm. L. Moore, Christopher Kratzer and William Porter were Vice Presidents; and L. J. Crans and A. M. Hills, Secretaries. On some of the appointed committees were James Forest, John Patchin, Sr., Gen. John Patton, Richard Hughes, B. D. Hall, Wm. C. Foley, William Irvin, Esq., Conrad Baker, John Swan, Henry Swan, George B. Goodlander, F. P. Hurxthal, Arthur Bell, Hon. Richard Shaw, James Wrigley, Wm. Powell, C. D. Watson, Clark Wilson, J. R. Reed, Chas. S. Worrell, J. L. Cuttle, John P. Hoyt, J. Wilhelm, Samuel Mitchell, D. W. Moore, Peter Lamm, Fr. Coudriet, A. H. Shaw, S. B. Row and others. The resolutions adopted declared that booms impeded navigation, caused detention and loss to the citizens of the county, and if increased must inevitably

destroy the timber and board business, render the forests valueless, and deprive the people of their means of support. A second meeting was held in the same town on the 4th of July of that year, over which Hon. James T. Leonard presided, and which was addressed by Hon. G. R. Barrett and Hon. W. A. Wallace. It was attended by leading and influential men from all parts of the county, as well as by some from Elk and Centre counties. On the committee of resolutions were William Stewart, Daniel Rhoads and Dr. James Irwin of Centre, William Powell, A. B. Shaw and J. Wilhelm of Clearfield, and Robert Rothrock of Elk county. The temper of this assemblage can be judged from the resolutions, which asserted that all peaceable and lawful means would first be used by the raftsmen to obtain their rights in the navigation of the highways, in the hope of securing legislative action to that end, but this was followed by the avowal that "peaceably or forcibly the nuisance (of log-floating) must be abated." Another meeting was held on the 27th of August, 1856, at which a committee of nine persons was appointed to collect funds to defray necessary expenses, and at the same time John M. Chase, Wm. H. Robinson, Robert Mahaffey and Henry Groc, of Clearfield county; Wm. Stewart, James Askey and Daniel Rhoades, of Centre county, and R. C. Winslow, Robert Blake and Robert Rothrock, of Elk county, were constituted a committee to prosecute all persons who should put loose logs in navigable streams in sufficient numbers to create a nuisance.

Logging having in the meantime been commenced on Clearfield creek, under the auspices of Mr. Ensworth, persons who were engaged at rafting along that stream, taking a cue probably from some of the aforementioned resolutions, organized "vigilance companies" for the declared purpose of "abating the nuisance by force of arms." A couple of these companies, armed with rifles, shotguns and axes, under the command of "Captains" Kline and Fiscus, made a descent upon the log-floaters on the first day of May, 1857. Twenty-five or thirty of these men were at work trying to "break a jam" of logs which had been formed at the "Salmon Hole." The Vigilantes, who largely outnumbered the others, appeared on the opposite bank and ordered the logmen to lay down their tools and leave. No attention being paid to this demand, the Vigilantes opened fire, when the driving crew, with three of their number wounded, took refuge in the woods so as to get out of range of bullets from the guns of their assailants. The latter then ascended the stream to the log camp, chopped up and burned two boats and a quantity of tools, tore down the cabin and dumped the wreckage, together with the cook stove, mess pork and iron implements, into the surging waters. After this a parley took place, and the discomfited men, upon promising to quit "the drive" and go elsewhere, were graciously permitted to take with them their grip sacks and clothing. On the 4th of May information was made against forty-seven of the "Vigilantes," charging them with riot, and warrants were issued for their arrest. Accusations were also made against

a considerable number of the logmen. At the Court which convened in Clearfield borough on the 18th of the same month, "true bills" were returned against the accused raftsmen, as also against several of the log-floaters, who were indicted for creating a nuisance by obstructing the stream at the Best, Wilson and Ringgold dams, at Spruce Island, Grass-Flat, Turner's Island and other places. The cases were tried at the August Term, 1857, and of the floaters, Abraham Byers was fined \$15, George W. Miller \$5, James F. Parsons \$1, J. Harris Green \$15 and George Chandler \$5, with costs of prosecution in each instance. Of the raftsmen found guilty of riot, John M. Chase and Joseph Fiscus were each fined \$25; Austin Kline, Andrew Rowles, Alfred Shaw, James Henderson, Robert Henderson, Samuel Stott, Samuel Henderson and Jacob Bush each \$10 together with costs of prosecution. The result of these trials put a check upon all violent proceedings, the murmurs of discontent gradually ceased, and eventually some of the most radical opponents of logging embarked in the business also. While it cannot be truthfully gainsaid that this mode of lumbering rapidly depleted the timber, it must at the same time be admitted that it furnished employment to hundreds of men, and put in circulation many thousands of dollars which directly or indirectly benefited the whole community.

The saw mills of O. L. Schoonover and B. F. Merritt & Co., are the only ones now in operation along the banks of the Moshannon, and in recent years neither board rafts nor "log drives" have ruffled the waters of the "dark stream," which its name is said to signify in the vernacular of the aborigines who once inhabited this part of the country. The change that has taken place in lumbering has been very great, or it may be more properly said that the business has ceased almost entirely in this locality, and the time is coming when the experiences of raftsmen and log-floaters, like the deeds of Indian braves, will be remembered only in song or story. The poet had possibly a scene like this in mind when he expressed the idea that

"Change is written on the tide,
On the forest's leafy pride;
On the streamlet glancing bright;
On the jewel'd crown of night—
All where'er the eye can rest,
Show it legibly imprest!"

PART VI.

The Coal Industry.

THE date when the coal industry was started in this region is not involved in any doubt. A tract of mountain land, on the northern slope of the Allegheny, only a few miles from the summit, was purchased by the late John Nuttall in the year 1857. The Tyrone & Clearfield Railroad, when constructed, ran through it. A portion of this land was leased to Robert Lemon, of Hollidaysburg, who opened a mine, and in the summer of 1861 made the first shipment

of coal that passed over the new road. Mr. Lemon did not continue in the business any great length of time, for inside of a twelve-month, his lease, presumably by mutual consent, was annulled. Meanwhile, in 1862, Robert Hare Powell had made an arrangement with Mr. Nuttall, and the Powelton mine, as it was then named, was thereafter operated under his auspices on a scale which in those days was considered quite extensive.

The next colliery, in order of time, was the Wallace mine at Osceola Mills, opened in 1863, by John Miller, of Altoona, Pa., on property belonging to the Moshannon Land and Lumber Company. It was afterwards purchased and operated by the Clearfield Coal Company, of which W. W. Wallace was President, and Campbell Tucker, Secretary. Our late townsman A. V. Hoyt, who was then not over 20 years of age, acted in the dual capacity of book and store keeper for the new firm. In 1865, W. P. Orbison, of Huntingdon county, started the Enterprise on land of John Crain. The Phoenix, on the Fred. Dale property, was projected by Mr. Orbison also, afterwards operated by S. S. Blair's Sons, and later by Orvis, Hastings & Co. The Reading was located by James P. Hale on land belonging to himself, but is at present owned by Mrs. Steinman. The Drane was started by T. C. Heims in 1884, and subsequently operated by the Berwind-White Co. The Central was commenced in 1885 by J. B. Ellis on his own farm, and the Electric by T. C. Heims on property of the Philipsburg Coal and Land Company. Houtz & Good have the Gem mine which was opened in 1889.

* * * * *

Immediately after the railroad had been extended to Philipsburg, the work of coal development was begun in this neighborhood. William B. Ziegler, Esq., of Huntingdon, purchased from Elias Walk and J. McMullen, two pieces of land adjoining the Test and George Schultz properties, and in the fall of 1864 opened a mine, the coal from which was conveyed across the "beaver meadows," on an elevated tramway, to the railway track at the lower end of the town. Mr. Ziegler sold to a party who organized the Derby Coal Company, with Mr. C. G. Patterson as President, and John S. Hubbard as superintendent. The Derby firm disposed of their interest to A. M. Soteldo, and the last named sold to Mr. Y. Casanova. After this several other changes were made, John Barnes, John Ashcroft and George E. Parker being among those who operated the mine at different times. Charles Long & Son were running it from 1899 to 1903, inclusive.

The old Union colliery, on the John Gearhart land, was commenced in 1865. It changed hands frequently, or as one informant put it, "nearly everybody owned it," and for that reason it is difficult to give the names of the various operators in regular chronological order. Whoever may have secured the original lease, it is almost certain that Daniel Williams, either as lessee or manager, opened the mine in the year specified above. A Mr. Buckwalter had it next, and about 1867 Hoop, Irwin & Mock got control of it. After them, John

Whitehead & Co. operated it, and that firm sold to Elijah Chilcote. The latter disposed of his interest to Casanova, Perks & Co., who made a new opening on the opposite side of the hill, and called it the Cuba mine. In June, 1873, Thomas Barnes, John Ashcroft, John Barnes, Thomas Pilkington and Moses Haworth entered into a contract for mining and loading the coal. Later on Miller, Betts & Kerr secured a lease and carried on the operation for a few years. H. K. Grant having meanwhile acquired the shares of several of the Gearhart heirs, started the Baltic, which was subsequently worked by Thomas Barnes, then by Harry Washburn, again by Mr. Barnes, and more recently by Irish Brothers.

More than a third of a century ago, several eastern capitalists purchased a body of land, containing 4,000 acres, between the Williamson and Black Bear runs, and organized the New York Coal Company, with Mr. Highland as President, and a Mr. Tolsom as superintendent. In the year 1866 they commenced opening mines, no great distance east of Philipsburg, and built a branch railway that connected with the Tyrone & Clearfield road at the switch in the rear of the Hoover, Hughes & Co. planing mill, in the northern part of our town. That part of the track which extended from the switch to Loch Lomond was subsequently embraced in and formed part of the Morrisdale Branch. The company had four coal openings, and made preparations for carrying on a large business. The persons who had charge of the practical management of the operation, being deficient in mining knowledge, conducted the collieries in an expensive manner, and sent the coal to market in such an objectionable condition that its sale could scarcely be effected at all, although the quality of the coal would not of itself have condemned it in the opinion of competent judges. Whatever may have been done afterwards to correct faults and reduce unnecessary expenses, the prejudice that had been created at the start by the carelessness alluded to, could not be fully dispelled, and the business was as a consequence continued in a languishing sort of a way for a number of years, when it was permanently suspended, the rails from the mines to Loch Lomond taken up, and the organization formally dissolved or tacitly abandoned. The lands are now owned by Casper E. Collier, of New York, and James Clarke, of New Jersey—the latter holding 3,600 acres, and the first named 436 acres. Hon. P. E. Womelsdorf, of Philipsburg, is agent for Messrs. Clarke and Collier, and gives such attention to the property as existing conditions require. Scott Fravel, Samuel Robins and Al. Vaughn had, in the year 1900, so-called "country banks" on these lands, and supplied local consumers with stove coal that gave general satisfaction. James Dumbleton has a bank of his own on an adjoining tract, and has one on the Munson land near the Coldstream dam.

In 1866 Mr. John Nuttall started the "old Decatur mine" on Coal run, but the formation proved so faulty that, after a couple of years' time, he felt constrained to stop the operation altogether. In 1868 he removed the store

and other buildings to the north end of Philipsburg, and about that time opened Decatur No. 1 on the Morrisdale road. Considerable sums of money were in later years expended by different persons on the Coal run property, but it appears that nothing else than disappointment was experienced by those who attempted to surmount the obstacle which the displacement in the seam presented. Decatur No. 2 was begun by Mr. Nuttall in the early Seventies; in 1871 he opened Laurel Run No. 1, on the land of Richard Hughes, and at a more recent date No. 2, on the John Shaw land. In October, 1899, the Nuttall heirs sold Decatur No. 2, with the land on which it is located, to Peacock, Kerr & Peale, who then composed the Bloomington Coal Company and operated on a large scale.

The Morrisdale Coal Company was organized in 1869 by D. W. Holt, representing the Allport estate, R. B. Wigton and William Dorris. J. Edgar Thompson was in some way interested in the project, and it was through his influence that rails for the extension of the Morrisdale Branch were obtained. The first shipment of coal from this mine was made on January 1st, 1870. R. B. Wigton & Co., later on, secured the lease and conducted the business for several years. It is now in the hands of Mr. Frank Wigton and others, who have also gotten control of the under seams on the Pardee and Ashman tracts.

Glenwood colliery, on the John Shaw and Henry Schultz farms, was started by the Campbell Brothers in the year 1874, but no shipment of coal was made from it until the spring of 1875.

Acme, now owned by Chas. J. Wittenberg and others, and together with Acme Slope, is called Victoria colliery, was commenced in 1878 or 1879 by Jones, Mull & Co., who built a railway from the mine to its junction with the Morrisdale branch, at which point John Ashcroft and R. H. Powell opened the Hawk Run mine in 1881.

Duncan, Lingle & Co. made their first shipment of coal from Pardee in the spring of 1882. After the completion of the Beech Creek Railroad to Philipsburg, Gen. George I. McGhee purchased Pardee and operated it. The Acme track had meanwhile been bought by the Beech Creek Company and became part of that road.

Campbell, Tucker & Co., of which firm Thomas and John Barnes were members, started Lancashire No. 1 on John Gearhart's farm in 1880, and in 1882 they opened No. 2 mine on the John Hughes' property. After the death of Mr. Campbell Tucker in April, 1897, his brother, Alfred Tucker, took his place and kept up his connection with the extensive operations of the firm until the spring of 1899, when Alfred also died. In 1902, No. 3 was sold to Righter & Marshall.

Coady Ridge colliery, on the land of Andrew Gearhart, was commenced in 1880, by George Robertson, of Shamokin, who sold it to H. K. Grant in the ensuing December.

Alexander Wichey and Alfred Barlow opened Colorado No. 1 on the Russell Showal-

ter property in the year 1880. Wichey disposed of his interest to William Barlow, and the Barlow Brothers sold to Hoyt & Jackman. Mr. Hoyt subsequently disposed of his interest to Mr. E. H. Ellsworth, and the business was for a while carried on by Ellsworth & Dunham, who also bought out Mr. Jackman. Irish Bros. have it now.

David W. Holt, James Passmore, John M. Holt and O. L. Schoonover projected the Allport mine in 1882. In 1883 A. J. Graham obtained the interest of Mr. Passmore, and afterwards R. H. Shipman and D. W. Holt constituted the firm and conducted the business. The last named gentleman also started Loch Lomond in 1885.

In December, 1899, the Irish Brothers firm purchased the lease of David Atherton in Colorado No. 3 and a controlling interest in the Casanova lands; on May 1st, 1902, they acquired the leases of John G. Platt in Guion, Colorado No. 2 and a couple other collieries, and in October, 1902, that of Adams & Co. in the Jefferson mine.

In addition to the mines already mentioned, there are others in close proximity to Philipsburg. The Lane colliery is operated by the Todd Brothers; the Gearhart by Thos. J. Lee; the Washington by Henry Liveright in connection with Eureka No. 14; the Kaintuck and Victor No. 3 by G. Stott & Co., and the Dewey-Derby by McCausland & Homer. J. Swires has the Ophir, the Ashman and the O'Brien; Ellsworth & Dunham the Royal, and James Stott has the Highland and a new slope at Loch Lomond; Geo. H. Huddell & Co. run the Meadow Brook, and Frank Weber has a "country bank" on the Henry Philips' farm. The Steiner heirs have a slope on their lands adjoining town, which has recently been leased to the Anchor Coal Co., composed of John G. Platt and members of the Morrisdale Coal Co., who will develop the "B" vein which is 4 feet thick at this point. Thomas Philips opened a mine in 1902, at Hudson, on land of H. K. Grant. H. M. Hughes operates the Leader collieries on the Richard Hughes' property, now merged in the Hughes Coal Mining Company; D. W. Hughes a new mine on the John Hughes' farm; a Mr. Geisel, who acquired the lease of Pat. Gallaher, the old Mapleton; and Townsend & David the Beaver mine near Boyton. The Coaldale Company operate No. 4 them-

selves; John McGonigal runs the Troy on contract; John Walton, in 1902, reopened Victor No. 4 and started a new mine, the London, on Mapleton branch, and Geo. Mock & Co., have the Mock mine.

Messrs. Atherton & Barnes, Stratton Brothers and James Stott, in April, 1903, secured leases for the development of a thousand acres of land belonging to the Philipsburg Coal & Land Company, Casper E. Collier and James P. Clark, a short distance east of town, and when ready expect to operate on a large scale. T. G. McCausland, John Homer and Henry Cole, about the same time, leased a piece of the Casanova lands and will open a mine on the line of the Railway when built for the former parties on the roadbed of the old N. Y. Company.

During the month of April, 1903, a mine was put in operation on land belonging to the D. H. Parker estate, back of Morrisdale, on the line of the N. Y. Central Railroad, by the Parker Coal Company, composed of S. B. Parker, Samuel Pfoutz and the Ellsworth & Dunham firm. The last named parties have also leased 100 acres adjoining the above property.

In August, 1903, Thomas I. Lee and Richard Lobb opened a mine close by the "old Williamson bank," about a mile east of Philipsburg.

As the collieries in and around Houtzdale, and those at Munson, Winburne, Grass-Flat and Peale do not properly come within the Philipsburg sphere, they will not be referred to in detail. The product of the Houtzdale district gets onto the Tyrone & Clearfield Railroad at Osceola Junction, and that of the other places named is all sent over the Beech Creek road.

The quantity of coal that has been mined and shipped from this region is simply immense. If correct data could be obtained, the array of figures would be confusing, and instead of being considered accurate, it is more likely they would be regarded as the fanciful creations of an excited imagination. Suffice it, therefore, to say, that the aggregate foots up many millions of tons, and if it were possible for Mr. Hardman Philips to be reincarnated and brought back to the town bearing his family name, he would find the reality in this particular had greatly exceeded anything his hopeful mind ever conceived.



Philipsburg From 1904 to 1909

By C. U. HOFFER.



THE realization of the fact that the Electric Railway, so long and so anxiously awaited, was in actual operation, had a most exhilarating and encouraging effect upon the people of Philipsburg, and its construction marks an epoch in the history of the town.

Many houses were built and plans devised for the construction of others, and the restoration of many that needed overhauling. Changes in partnerships of business concerns, absorptions and consolidations of Corporate interests, were the order of the day.

At the Annual Meeting, January 12, 1904, the Moshannon National Bank increased its Capital Stock from \$50,000.00 to \$100,000.00.

On July 13th of the same year the Citizens' Water Company, or the New Water Company, as it was called, purchased the old Philipsburg Water Company by the exchange of \$60,000.00 worth of 5% bonds of the Citizens' Water Company for the Capital Stock, valued at \$60,000.00, par of the Philipsburg Water Company, and improvements of much importance were at once begun upon the newly acquired and consolidated plant.

On July 16th, 1904, the Philipsburg Electric Light, Heat & Power Company, owned by J. Edward Horn, E. H. Ellsworth, and W. S. Montgomery, conveyed their plant which stood at the corner of Pine and Railroad streets, to the Centre & Clearfield Railway Company, and the same was dismantled and converted into a warehouse, the machinery of the old concern put up for sale, and only such things as could be used by the Trolley Company were taken to the fine power house, whence thereafter light was to be furnished by an all-day service in greater abundance to a larger and increasing list of consumers.

On July 19, 1904, the Moshannon Manufacturing Company disposed of their stock and good will to John Botwright. In September of the same year, the Gowland Manufacturing Company put to its already large plant, a concrete two-story addition 36x96, to be used for a blacksmith shop.

About this time, Harry Washburn and Wilbur Hoover, with a goodly number of men, began the manufacture of the million or more of white pine and oak, cut by them from the flats or swamps below the town, and purchased from the Philipsburg Land & Coal Company.

The utilization of this timber destroyed the only remaining relic of the mighty forests which stood here years ago.

On October 12, 1904, George W. Zeigler, Esq., bought from William W. Forcey, the

property on the corner of Front and Maple streets and at great expense overhauled it and made it one of the most desirable and comfortable homes in the town.

Harry Todd erected a costly residence upon a lot purchased from J. O. Reed.

On October 12, 1904, the Hoffer-Tyson building was completed at a cost of \$16,000.00, and the large store rooms on the ground floor were at once occupied by B. F. Hoffer, and Harry Emery, respectively, the upper floor rented to the Knights of the Golden Eagle, and the second story let to private families and for offices.

On November 3, 1904, the extension of the Centre & Clearfield Street Railway was made to Winburne, making that place the terminus of the road—an event of much importance to the merchants of Philipsburg, and people living along the line.

On the 15th of the same month, the Moshannon Manufacturing Company was destroyed by fire, and thus was wiped out an industry, and a great loss was entailed upon the owners, and the community at large.

On December 5th Charles H. Rowland purchased the New Steam Company, and began at once to improve same by the erection of a large addition to his plant, entailing considerable outlay.

The closing of the year 1904 showed an enormous expansion and increase of business, the verification of which can be had from the large tonnage and amount of freight which all the railroads leading into town hauled during that time, from the increased deposits in the banking institutions, and from the great growth of the receipts in the Post Office, which was almost sufficient to make it the most important Post Office in Centre County.

In December, 1904, President Theodore Roosevelt sent to the Senate of the United States, the name of John Gowland for Post Master, and on the 7th of the same month, the Senate accordingly confirmed the same. A list of the Post Masters of the town, since its inception will be found below:

John Lorain, 1818; Henry Lorain, 1824; James McGirk, 1831; John G. Runk, 1837-41; Alexander Wilson, 1841-45; James McGirk, (second term), 1845-50; John G. Runk, (second term), 1850-53; J. A. Ganoe, 1853-1858; Chester Munson, 1858-61; Wesley Runk, 1861-64; W. H. Wagner, 1864-68; R. D. McKinney, 1874-80; J. W. Mattern, 1880-84; John Gowland, 1884-88; A. B. Herd, 1888-92; H. C. Warfel, 1892-96; J. Albert Walton, 1896-98; A. L. Bolger, 1898-04; John Gowland, 1904—.

HISTORY OF PHILIPSBURG

The first annual report of the Centre & Clearfield Railroad for the year 1904, and dated January 9, 1905, makes the remarkable showing that 1,032,005 passengers were carried during that time.

In February, 1905, a Farmers' Institute was held in the Parish House of St. Paul's Episcopal Church, which brought a number of strangers to our town, and was productive of much good.

On February 22, of the same year, Group No. 6, Bankers' Association, comprising Blair, Cambria, Centre, Clearfield and Huntingdon Counties met and banqueted at the Potter House. This was an important gathering for Philipsburg, for the reason that the men who composed this body were people of more than ordinary intelligence, and able to appreciate the advantages and good points the town possessed.

On March 3rd, Jesse W. Lukens and John Beck purchased the Shovel Factory, known as the Fiestal property, and converted it into a planing mill, employing quite a number of skilled workmen.

On March 15th, 1905, George R. Mock and Robert Moore, doing business under the firm name of the Philipsburg Beef Company, constructed in addition to their already extensive establishment, at a cost of over \$10,000.00, in order to better handle their increasing business.

On April 1st, Philipsburg Brewing Company completed the construction of their plant representing an outlay of \$140,000.00. Mr. Joseph F. Wiest is President, General Manager and Treasurer; John B. Kuptz, Secretary; Joseph F. Wiest, Fritz Weber, John Kuptz, F. P. Graham and Thomas Fleckenstein are the Directors; Ed. C. Beezer is Assistant Manager. This is a union concern and good wages are paid. No employee receives less than \$1.75 per day, the highest being \$6.00 per day. Eighteen men are employed and about \$16,000.00 are paid out annually to these people.

On June 1st, the new Steam Company erected a large stack, and made other changes, involving considerable expense, and giving work to many people.

Dr. John D. McGirk and Dr. Charles McGirk, at a cost approximating \$20,000.00, put up a splendidly equipped sanitarium.

On July 15th, the new Garment Factory, with a capital of \$50,000.00, and composed of the following stockholders: H. R. Parker, of Pottstown; J. N. Schoonover, J. W. Stein and George Stott, began business in the building which had cost them \$20,000.00 to erect, and by putting to work about 100 people.

On August 15, 1905, the Odd Fellows made an extension to their magnificent building of 40 feet, for the accommodation of the Central Trading Company's large department stores, and executed a lease for ten years with that company for the rooms they now occupy.

On August 5th, 1905, the District Firemen's convention met, and was attended by large crowds, and pronounced a signal success.

On September 4th, the first reunion of the district convention of the Knights of the Golden Eagle was held, and many people were attracted to the town because of the parade, which was the feature of the day. The local lodge entertained its visitors royally, and they all went away impressed with the greatness of Philipsburg.

Because Spruce street was paved, free from dust, and in excellent condition, and because of the Garment Factory's close proximity to it, real estate in that quarter of the town took a boom, and many nice and expensive houses were built and lots sold to prospective builders. Altogether, the year 1905 had been a good one, as the usual barometers, the banks, the post office, and railroad, conclusively show.

In March of 1906, C. W. Atherton and J. N. Schoonover equipped the basement of the Garment Factory with modern machinery, and started a laundry, which employed quite a number of people. This, however, was absorbed some months later by the Philipsburg Laundry, which abandoned its place on Presqueisle street, and is doing business in the new quarters at the Garment Factory.

By far the most disastrous blow Philipsburg had received for years came at this juncture in its affairs, immense shipments of coal were being made, and a general feeling of confidence prevailed. There were mutterings of an ominous character sometimes heard, but they were cast aside as idle imaginings. But on April 1, 1906, the storm burst, and a general strike was ordered throughout the entire bituminous field, and a suspension of work and business was the result. Misery and want were the outcome of it all, for it was not until the 18th of July, 1906, or three and a half months after, that the strike was declared off.

On July 19th, work at the Garment Factory was resumed, under the management of H. W. Sallade, giving employment to 100 people.

On Sunday, September 30, 1906, St. Peter and Paul's Roman Catholic Church was consecrated by Bishop A. E. Garvey. High mass was said by the rector of the church, Father F. L. Kumerant, assisted by Father Fisher, of Morrisdale, and Father Desmond, of Osceola, and the sermon was preached by Father J. C. Foin, of York. This edifice is a beautiful temple, a credit to Philipsburg, and an enduring monument to the pastor of the church, the Rev. Father Kumerant, by whose untiring efforts it was built.

On October 13th, a fire occurred at Blue Ball, which completely destroyed the plant of W. H. Wynn & Co., manufacturers of fire brick. As this is an industry close to our doors, and owned by citizens of Philipsburg, the loss indirectly affected the town; but with commendable haste on the part of the owners, work was at once begun on the restoration of the plant, by J. W. Stein, of Philipsburg, who had been given the contract to put up the brick buildings required. Employment was secured by a number of people in Philipsburg.

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Taking the year 1906 as a whole, it was an unfortunate one, and recovery a very slow process.

On Dec. 30, 1906, a profound sorrow fell upon the people of Philipsburg through the death of the Rev. Francis J. Clerc, D. D., who was for more than a quarter of a century, the beloved rector of St. Paul's P. E. Church. By strength he had attained even beyond the Scriptures, four-score years, and his career had been so intimately a part of the community, that its severance caused a pang of intense regret. His life was a benediction, and his ministrations to rich and poor, high and low, had won for him a place in the heart of every man, woman and child in the town of Philipsburg. He was truly a Priest of God, and his works do follow him.

In February, 1907, John D. Gills' Sons purchased the A. T. Shupe property, then occupied by Mitchell Murray, as a marble works, and, at considerable cost enlarged the same and made many improvements in putting it in proper shape for the storing and sale of mining tools and supplies, which they make.

On July 9, 1907, the large Insurance Agency of Frank F. Irvin passed into the hands of C. T. Fryberger.

On July 4th, a fire occurred in which the Presbyterian congregation lost their church property on Second street, and on the tenth of the same month it was decided to build a new church, modern in construction and to cost about \$20,000.00.

July 27th, the Philipsburg Beef Company met with a heavy loss and much inconvenience in the partial destruction of its plant by fire.

Somewhat of an anomaly in the affairs of Philipsburg seems to have existed during the summer of this year, for whilst the depression in business was felt in other places, it had not perceptibly affected the situation here, and coal was being mined from many abandoned mines at a profit, in addition to the shipments by others and larger companies.

On October 23rd, King & Phillips are awarded by the Town Council the contract for a section of West Presqueisle street, and finish same in a very short time, but employment had been given.

On October 26th, J. K. Palmer & Company turn over to the State two sections of State road, connecting Front and Ninth streets at Troy's bridge. This was a most fortunate event for Philipsburg, both because of the employment of labor it entailed, and because of the great convenience visitors now experience in coming and going to and from the town.

On January 6, 1908, a dispensary for consumptives was established, and put in charge of Dr. Charles E. McGirk.

On March 24th, Wynn & Company, at Blue Ball, doubled the capacity of their plant in order to care for increasing trade.

In April of the same year, Edwards & Co. secured and built a section of State road to One Mile Run from Coldstream bridge. A

much needed improvement and appreciated by those whom it most affects.

On May 21st, 1908, the Sandy Ridge Fire Brick Company is sold to Ross Wynn & James H. France, of Philipsburg. This is one of the first fire brick plants erected in our country. In 1865, John H. Miller built a plant for the manufacture of brick from a clay found by him to exist there, and from that time to this, additions and improvements have been made, which have enabled the companies which have since come into control to make a quality of brick which has gained an enviable reputation in the market. Messrs. France & Wynn have rehabilitated the plant, and put its capacity of output to 26,000 bricks per day.

June 11, 1908, a new school building in North Philipsburg is handed over by the contractor, B. F. Morgan, costing \$10,000.00. Appropriate exercises were held in honor of the event.

Philipsburg has always participated in the prosperity of this plant.

On June 22, 1908, corner stone of the Presbyterian Church is laid. In July of the same year, the large concrete bridge is constructed over Moshannon creek at Maple street, and completed by C. M. Waple, who took over the contract originally awarded to R. A. Scott, of Hastings, Pa.

On August 20th, 1908, the firemen held their convention. It proved the most successful meeting it had since the organization of the district.

In September of this year, Mrs. Prudence Haines bought from J. N. Schoonover the properties owned by him on East Pine street, and H. J. Beck purchased from Mrs. Prudence Haines the old stable on Pine street, and erected upon the site a large building at a cost of \$12,000.00, to be used for a theatre. The first effort toward the organization of Moshannon Chapter, Daughters of American Revolution, was made on May 11th. After five meetings the organization had been completed, and on October 21st, 1908, the charter was granted. There are 27 charter members, these, together with thirteen National, State and other visiting officials, attended a luncheon furnished and served at noon by the Trinity Guild of the Methodist Episcopal Church, at the residence of Dr. McGirk. The following officers and visitors were present: Mrs. Alex. E. Patton, of Curwensville, Vice President General of the National Association; Mrs. Allen Perley, of Williamsport, State Regent, and the following named representatives from Susquehanna Chapter, of Clearfield; Mrs. D. L. Krebs, Regent; Miss Virginia Bigler, Vice Regent; Mrs. Ella Goodfellow, Secretary; Mrs. Fred Kerr, Corresponding Secretary; Mrs. Alfred Liveright, Treasurer; Mrs. Frank Reese, Registrar; Mrs. Nannie Fulford, Historian; Mrs. A. E. Powell, and Miss Sommerville. Mrs. W. W. Rogers and Mrs. J. A. Vogle, Bellefonte, represented the officers of the Bellefonte Chapter.

Miss Julia Hale made the speech of welcome to Mrs. Patton, National Vice Presi-

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dent; Miss Higby to Mrs. Perley, State Regent, and Mrs. J. E. Fryberger to the other guests. Responses were made by Mrs. Alexander E. Patton, in behalf of the National Association; Mrs. Alexander E. Powell for the Clearfield Chapter, and by Mrs. W. W. Rogers for Bellefonte Chapter. The tables were arranged in the form of a T and were beautifully decorated with white and blue bunting, little silk flags and sprays of holly berries, and on the walls of the library in which the luncheon was served were draped large American flags. The plate-cards, painted by Miss Dora Reese, were charmingly artistic. The several dainty courses were served in faultless manner by ladies under the supervision of Miss Iona Steiner. In the seats of honor were the visiting officials and the officers of Moshannon Chapter, viz: Mrs. L. W. Nuttall, Regent; Mrs. J. E. Fryberger, Vice Regent; Mrs. Dr. C. F. McGirk, Recording Secretary; Mrs. P. E. Womelsdorf, Corresponding Secretary; Mrs. Harry Scott, Registrar; Miss Mary Sommerville, Historian, and Miss Annie McGirk, Librarian, the Treasurer, Mrs. Laura H. Mull, being absent from the city.

In December, 1908, Russ Bros. finished the installation of a refrigerating plant in the large Ice Cream Factory, costing \$10,000.00.

A careful estimate shows that during this year over \$100,000.00 had been spent in public improvements, and new buildings, and the pressure of the hard times upon the people lifted in a considerable degree.

On January 15th, 1909, the Harbison-Walker Co., at Wallacetown, after a long period of idleness, resumed operations, to the great joy of the inhabitants of that village, and the merchants of Philipsburg.

On January 30th, the Presbyterian Church was dedicated, and a handsome edifice now adorns the corner of Presqueisle and Fifth streets, which represents an outlay of \$30,000.00, every cent of which is paid.

On June 1st, J. Swires disposed of 400 acres of coal land to Madiera Hill & Co., the consideration being \$22,000.00.

On June 28th, the African Methodist Episcopal Church was dedicated by Bishop Derrick, of New York. The cost of this building involved an outlay of \$2,500.00, nearly all of which is provided for.

On June 29th, an Old Home Week Association was organized to make arrangements for the celebration of the event during the week of September 12th to 19th, inclusive. The officers are as follows: John Gowland, President; P. E. Womelsdorf, First Vice President; Frank Weber, Second Vice President; George R. Mock, Treasurer; Frank W. Grebe, Recording Secretary; C. E. Hoffer, Corresponding Secretary; Solomon Schmidt, Assistant Secretary; Claude Adams, Assistant Treasurer.

Doctors Henderson and Carlin, in June, 1905, leased from the Catherine Holt estate the beautiful home on Maple Hill, and converted the same into a sanitarium.

In July, 1909, Doctor Henderson purchased this property, making it thereby a permanent institution of the town.

On July 4th, ten thousand people joined in a celebration which included an industrial parade of more than ordinary merit, and a program of sports well carried out.

On July 25th, corner stone was laid by congregation of the Church of Christ, for a large and handsome edifice.

The completion of the installation of the exhaust system of Steam Heating commenced last year by Mr. C. H. Rowland, the owner of the plant, is a splendid example of individual enterprise which makes much for a community. The employment of labor on this improvement during the dull days of the coal trade and of the general depression was of immense benefit to the town.

It can be truthfully said that no town in the country has a better or more perfect plant for Steam Heating than Philipsburg.

It must also be noted that the great drought which prostrated many towns and wrought much damage throughout the land in the summer of 1908, did not affect Philipsburg, which was drinking and using without stint during that awful period, pure mountain water fresh from the never failing streams which supply the finely equipped Water Company of the town.

The work on the three-mile extension to West Decatur of the State road, connecting with the town at Point Lookout, has begun and will be a much needed improvement, furnish labor and indirectly be of great benefit to the town.

The Borough Council, at a meeting held August 19, decided to at once commence the construction of a large sewer for the relief and protection of the lower section of the town at an estimated cost of \$6,000.00.

This will afford another opportunity for labor and prove a great blessing to the town.

The construction at Hawk Run of an immense saw mill, two miles from Philipsburg, for the manufacture of the 30,000,000 feet of timber now being taken from the Forcey lands and other properties adjacent, is nearly completed, and there will be employed a large number of men from whom the business men of Philipsburg must reap much benefit.

The evolution of Philipsburg from a lumber and mining hamlet into a prosperous town has been phenomenal and a review of its wonderful development shows its progress to have been on conservative lines, which have established a sure and safe foundation upon which its future can safely be built. It is no idle prediction that with the injection of new life into the Board of Trade, a revival of the spirit of enthusiasm and courage that brooks no defeat, Philipsburg will rise before many years to a place among the large inland cities of the Commonwealth.

RECENT COAL DEVELOPMENTS

Ever since the discovery of coal in what is now called the Clearfield Bituminous Coal field, there has been a constant endeavor to learn what seams, quantity and quality of coal the lands in and about Philipsburg really contain. This search has been carried on by many wise prospectors and engineers, and it is a pleasure to note that among the latter none have been more indefatigable and successful in making the earth disclose her secrets than the able corps represented by P. E. Womelsdorff, Harry McD. Lorain, George H. Ayers and Charles P. McCausland, of this town. These men are in a manner the custodians of the future of Philipsburg in that their offices contain such important data and information, the slightest jot of which would be enough to forever put to silence the pessimist, who is eternally trying to make himself and others believe that the coal measures in our vicinity are exhausted, the mining of coal a business of the past, and financial doom only in store for Philipsburg.

Retrospection will convince the most skeptical that no such deplorable condition exists or can arise, for year after year has some new development brought to light and demonstrated the well nigh inexhaustible character of the coal beds of this region. The phenomenal resuscitation of old New York mine abandoned years ago on One Mile Run, would indicate this, for an extremely rigid and thorough test in 1903 revealed the true value of this property, and induced five firms to secure leases at once on the large territory again available and showing absolutely eight hundred acres of "A" coal of a thickness of four feet clean coal and two hundred acres of "B" coal of a thickness of two feet ten inches to four feet and which areas represent four or five millions of tons to be taken out.

The original lessee in this field was James F. Stott, who opened up the A and B seams of coal here under a lease, and it may be truthfully said that to his energy and persistence in the face of many discouragements is due the opening and development of this territory. Afterwards the lessees, David Atherton and Joseph Barnes, under the firm name of Atherton & Barnes, commenced to operate the "A" seam in 1904. Thomas J. Lee and Richard Lobb, under the firm name of T. J. Lee & Co., the "B" seam; Stratton Brothers, the "A" seam; J. E. Horn and Rembrandt Peale, under the firm name of J. E. Horn & Co., succeeding James F. Stott, the "A" and "B" seams about the same time, and George Stott and William Rapsey the "B" seam somewhat later.

We find also that J. E. Horn & Co. purchased on Sept. 29th, 1904, the holdings of James F. Stott near Loch Lomond, comprising seven hundred and sixty-six acres. Part of this purchase was Ophir property and had five mines which have been opened and the output of which is shipped over the New York Central & Hudson River Railroad.

On June 19th, 1907, the Jason Coal Company was granted a charter at Harrisburg

with an authorized capital of \$50,000 with John G. Platt, President, and N. Jason, of Atlantic City, N. J., Secretary and Treasurer, and began the installation of an up to date plant at great expense.

On November 23rd, 1907, operations were commenced on the lease secured from the Jacob Steiner heirs, which is now in possession of the Hillside Coal Company and worked by them at the present time. It is good steam coal, and many acres no doubt of the thousand or more under which the seams of this excellent coal extend, will become available and bring to Philipsburg much prosperity.

J. Swires opened a few years ago, a mine opposite Morrisdale Shaft No. 3, with the "E" seam which he has operated successfully. This seam is more or less limited in extent and runs from two to four feet in thickness.

John Hooton has also leased from the Irish Bros. and Casanova heirs, the Jacob Resh tract, and begun the development of the property. A two and a half mile branch has been built by the New York Central and Hudson River Railroad Company to it from a point near Ophir Mine down the Centre County side of the Moshannon creek, and recently he has also added to his Coaldale No. 12 mine, opened on the above lease of 433 acres from the Lloyd estate, the Furst estate, Beaver and Reynolds. This mine is on the "A" seam and this section is receiving the attention of prospectors and many developments will doubtless result which must make this very important territory in the near future.

The Monarch Coal Company's enterprise at Drane is perhaps the most important movement in coal matters in this region for years for the reason that it has disclosed the possibilities of the "B" seam under water level and opened the way to thousands of acres yet untouched and underlying the unworked sections of immense territory in our vicinity.

This Company is a chartered organization and has under lease eight hundred acres of "B" coal and controls over two thousand acres, all of which will come out through a shaft put down at a depth of 130 feet.

The officers of the Company are Charles Wesley, of Philadelphia, President; Charles Soby, of Philadelphia, Vice President, and Harry M. Hughes, Treasurer and General Manager. The equipment of this mine is a splendid one and enables it to put out 1,500 tons per day when working full time.

In the light of the above facts, it is not hard to predict what effect they will have eventually upon the future of Philipsburg, for as surely as a revival of business is coming, so surely a boom the like of which was never known to the town will follow.

Thousands of acres of coal are only awaiting the magic word of the capitalist to bring them into active and large producers.

PHILIPSBURG'S SCHOOLS

The culture and refinement which distinguish Philipsburg above other towns in like manner dependent upon the mining industry

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for support, are the outgrowth of the school, which for years, has wrought in the life of this beautiful town, and so wisely guided and directed its material prosperity as to have brought forth a type of citizenship peculiarly liberal, intelligent and patriotic.

The completion of the splendid school building in 1887, at a cost of \$29,000.00, certainly marked an epoch in the history of Philipsburg, and subsequent events show, was by far the best investment the town ever made. A recent estimate of the property puts the value of the total equipment as below:

Building	\$42,500.00
Grounds	18,000.00
Furniture and Fixtures.....	3,500.00
Text Books	5,000.00
Apparatus	1,000.00
Total	\$70,000.00

So admirably is the building planned that it yields to any and all changes which modern ideas may dictate as to health, safety, and adaptation for study and physical exercise.

The Board of Education has prescribed a course of study from the primary school to the High school, extending through 12 years, upon the completion of which, pupils are admitted without examination, to the best colleges of the State. Four years are required to complete the High School course.

The library contains 2,300 volumes, modern maps, and reference books. A museum containing over a thousand specimens, a well equipped chemical laboratory, and a most complete and modern cabinet containing apparatus used in the study of physics, constitutes the outfit of the scientific department. The aim has been to make the work practical. Pupils are taught to do by doing. A knowledge of chemical action and wireless telegraphy is no longer out of reach of the High school girl and boy.

The apparatus has been provided, skilled teachers are employed, and the recognition of the leading colleges attests to the high standard of results accomplished. The educational interests of Philipsburg have been safeguarded by her leading business and professional men. The Board of Directors have, at all times, been actuated by a desire to do their full duty toward the youth of the entire community. Unanimity of purpose, a devotion to an ideal have been made the keynote which proclaims that the best is none too good for Philipsburg.

The results accomplished by these schools during the last twenty years have been wide-reaching and fraught with much good, and are a record of achievement of which the people of Philipsburg are justly proud.

On December 12, 1907, Prof. C. D. Koch resigned the superintendency to accept the appointment of State Inspector of High Schools. On January 6, 1908, the vacancy was filled by the election of Prof. B. I. Meyers, of Patton, and another name was added to a splendid line of principals and superintendents.

Mr. Meyers is a young man with powers of mind and body in full vigor, and is thoroughly imbued with a love for his calling, which indulges only the highest ideals. The present Board of Education is as below set forth:

President, W. W. Andrews; Secretary, C. T. Fryberger; Treasurer, Frank Weber; John Gowland, J. E. Hawkins, and Geo. Troutman.

In years of service, Captain C. T. Fryberger stands first, and as a faithful servant of the people he has looked after the interests of the district as conscientiously as his own. When, by reason of the death of the late Wm. E. Irwin, of revered memory, the Board was robbed of one whose services had been so signally useful in the work of the schools, it was no mere chance that his mantle fell upon the shoulders of his friend and is worn gracefully and honorably still by the present Secretary of the Board of Education. The report of attendance during the term is as follows:

Number enrolled, boys, 410; girls, 446; total, 856. Average attendance, boys, 333; girls, 352; total, 685. Percentage of attendance, boys, 95; girls, 94; total, 95.

From 1904 to the present year the make-up of the Boards has been as follows:

W. W. Andrews, President; C. T. Fryberger, Secretary; Frank Weber, Treasurer; John Gowland; Ely J. Townsend, (died March 9, 1905, and was succeeded by R. H. Moore, March 22, 1905), Chas. E. Murray.

For the year 1904: W. W. Andrews, President; C. T. Fryberger, Secretary; Frank Weber, Treasurer; John Gowland; Chas. Waring resigned before being sworn in. G. C. Irish was elected by the Board July 24, 1905, to fill his place.

For the year 1905: W. W. Andrews, President; C. T. Fryberger, Secretary; Frank Weber, Treasurer; John Gowland, Robt. Moore, J. E. Hawkins.

For the year 1906: W. W. Andrews, President; C. T. Fryberger, Secretary; Frank Weber, Treasurer; John Gowland, Robt. Moore, (died July 26, 1907). G. C. Irish elected by the Board August 27, 1907; J. E. Hawkins.

For the year 1907: W. W. Andrews, President; C. T. Fryberger, Secretary; Frank Weber, Treasurer; John Gowland, J. E. Hawkins, Geo. Troutman.

A retrospect of the last five years shows that outside of the routine work of the schools, many lecturers of prominence were secured and high-toned entertainments given, principal among which were Senator Dollivar, of Iowa, in 1904, and University Extension Lectures, which were begun in the winter of 1904-1905, and gave splendid support to the educational work, and from the church also came magnificent assistance through the lectures of Madam Barakhat in February, 1907, and a lecture on "Hamlet" by Dr. Quayle, of Chicago, on March 24, 1908, and others, and finally it should be a source of great satisfaction to the people of Philipsburg to realize

that the confidence they have placed in the wisdom of former Boards of Education has never been misplaced, and that the self-sacrifice the present organization is making, is the sure guarantee that the interests of the schools will be properly defended.

PHILIPSBURG'S FIRE COMPANIES

The Fire Companies are special objects of pride and admiration on the part of the people of Philipsburg. Since their establishment an almost unbroken record of success and achievement has followed them. Their rosters have always contained the best men of the town, and the zeal and fervor which have always characterized their work are the outgrowth of an unselfish desire to do the right thing in the right way for the protection of the town.

In a record of 25 years the fires with few exceptions, upon which they played, never broke through the walls, nor have the buildings upon which they worked, with but two exceptions, ever been total losses. But one inference follows this, and that is that the Fire Companies of our town are among its best institutions.

These Companies are following out the modern idea prevalent among Fire Companies that only a well equipped and managed organization will minimize the loss when fires occur.

Below is a list of the officers of the Reliance Fire Company and Hope Steam Fire Company and their equipments:

Officers of Hope Steam Fire Company: President, Edward P. Matley; Vice President, Thos. Horne; Treasurer, John C. Hamler; Recording Secretary, Frank W. Grebe; Financial Secretary, Mathew Horne; Chief, Frank W. Grebe; Foreman, Wm. D. Grebe; First Assistant Foreman, H. Elmer Johnson; Second Assistant Foreman, Isaac Horne. Trustees, Gray Nolan, Phil Dawson, Wm. Dennie, Jr. Engineers, James McCabe, W. Heber Wolf, Thos. Horne, Fred Klett. Firemen, Wm. McFarlin, Chas. Dukerman, Orin S. Rothrock, Mathew Horne, Gray Nolan. Apparatus, 1 Silsby Steamer; 1 Hook and Ladder Truck; 3 Hose Carts; 1,800 Feet Paragon Hose.

Apparatus of Hope Fire Company: 1 La France Double Piston Fire Engine; 1 La France Rotary Fire Engine; 3 Two-Wheel Hose Carts; 1,600 Feet of Paragon Fire Hose; 1 Patent Eastman Fire Nozzle; 1 Flexible Play Pine; 5 Nickel Play Pipes, 1 Simee Hose Coupling.

The Reliance Fire Company held its annual election of officers last evening with the following result:

Officers of Reliance Fire Company: President, Wm. Southard; Vice President, Irvin Faulkner; Recording Secretary, Roy Flegal; Financial Secretary, H. P. Miller; Treasurer, J. F. Kephart; Chief, H. H. Weber; Foreman, Geo. Hurley; Assistant Foreman, C. Peightol; H. & L. Foreman, P. Ferguson; Assistant Chief of Fire Department, Frank Haines; Chief Engineer, Wm. Southard; Trustees, Roy Flegal, 1 year; E. Faulkner, 2 years; Chas. Waple, 3 years. Janitor, H. Munson. Law-

rence L. Morgan and Frank Haines, Assistants to Department Chief.

For 28 years Frank Weber, the present Chief, has been identified with the Fire Department of Philipsburg, and served 27 and one half years as Chief and Assistant Chief. It would not be fair, perhaps, to say that to him alone belongs the credit for the splendid condition of the Fire Department, but it must be alleged that his judgment in the conduct of the work belonging to the department, has never been excelled.

BURGESSES AND COUNCILMEN

1905.—Burgess, Jacob Swires; Council, George H. Richards, President; C. E. Counsel, W. B. Brown, J. O. Reed, J. A. Walton, E. E. Hagerty, George Stott, H. D. Rumberger, A. B. Herd.

1906.—Burgess, Jacob Swires; Council, J. O. Reed, President; W. B. Wigton, Calvin Jones, E. E. Hagerty, S. B. Parker, George Stott, A. B. Herd, H. D. Rumberger; C. W. Atherton.

1907.—Burgess, J. W. Stein; Council, H. D. Rumberger, President; W. B. Wigton, J. O. Reed, Calvin Jones, George Stott, S. B. Parker, E. S. Faulkner, C. W. Atherton, H. B. Scott.

1908.—J. W. Stein, Burgess; Council, H. B. Scott, President; W. B. Wigton (resigned), Calvin Jones (elected to fill vacancy), J. O. Reed, L. G. Runk, S. B. Parker, E. S. Faulkner, C. A. Gette, C. W. Atherton, David Atherton.

The Borough Officials at present in service are as follows:

Burgess, Josiah Pritchard; President of Council, Calvin Jones; Members of Council, C. M. Waple, First ward; 3 years; J. O. Reed, First ward, 2 years; Calvin Jones, First ward, 1 year; Roy R. Rowles, Second ward, 3 years; Claude Gette, Second ward, 2 years; E. S. Faulkner, Second ward, 1 year; Geo. Richards, Third ward, 3 years; David Atherton, Third ward, 2 years; H. B. Scott, Third ward, 1 year; Borough Solicitor, W. D. Crosby; Borough Treasurer, J. E. Fryberger; Borough Engineer, Geo. H. Avers; Street Commissioner, Geo. W. Lucas; Chief of Police, S. M. Sankey; Assistant Police, Orin Moore.

JUSTICES OF THE PEACE

John Loraine, first Justice, 1818; James Kunnear, Samuel Way, John Matley, Henry Shultz, Thomas Hancock, James McClelland, Chester Munson, David Johnson, Anderson Bradin, Jesse L. Test, William McCutcheon, John R. Herd, William Riddles, James F. Shoop, Thomas M. Crissman, Lewis Hess, D. H. Parker, B. J. La Porte, C. B. Sandford, H. H. Hewitt, H. Gunther, H. C. Warfel, J. E. Hawkins.

CEMETERIES

The new enclosure about the Old Union cemetery is a splendid work of solid masonry and reflects great credit upon the Council for the protection and beauty the cherished landmark has gained through its action.

Veneration for the dead is the highest instinct of the human soul. This gone, man sinks to the level of the brute.

The new cemetery, or the Philipsburg cemetery, has received much attention within the last few years, and has become a place of exceedingly great beauty.

A partial list of the dead who lie in these beautiful places will be found in foregoing pages of the History proper of this volume, but it will not be inappropriate to append a list of the soldier dead who are interred in these resting places, made by A. H. Waring, a veteran of the Civil war:

John Adams, Andrew Ammerman, W. T. Askey, Jacob Beamer, Wm. Boyd Beamer, Wm. E. Beals, Reuben Bixler, John Boot, George Brown, Philip Bradley, P. Hezekiah Blair, Jacob Bruce, Thomas Cartwright, Wm. Carson, David Carley, Cambridge Colburn, David F. Copelin, Benjamin S. Crain, Francis Crowell, Henry Cushman, J. C. Cullen, Robert Calhoun, W. G. Davis, David Davis, Jos. Dixon, Aaron DeVinney, Wm. H. Fisher, C. R. Foster, Summerfield Flegal, A. H. Funk, Simon Flaetz, Matthew Gowland, Wm. Y. Gray, A. J. Graham, H. H. Gunther, G. F. Hoop, Elias W. Hale, Thomas Handlon, H. O. Hoffer, John A. Hatch, Christ G. Hirlinger, Daniel W. Hunter, J. C. Hess, John Hicklen, G. W. Hamer, Amos A. Haroer, M. Hardenberg, Isaac Hopkins, Thos. G. Hutchison, Wm. E. Irvin, Andrew J. Jackson, James F. Katen, David A. Kennedy, Wm. H. Kinkead, John A. Lehr, W. G. Lewis, Robert Matley, John P. Matley, Jos. Meredith, A. J. McClelland, J. C. McCartney, Jacob Miller, R. D. McKinley, J. H. McCartney, Geo. Northamer, D. C. Nelson, W. D. A. Naugle, Thos. B. Potter, S. W. Paul, John Priest, Levi Reynolds, David Rodgers, Theodore Richards, Chas. Reeder, H. H. Ross, J. G. Robison, Henry Rickart, Elijah Reece, Oscar Runk, Francis Reed, J. C. Richards, Chas. W. Reeder, W. A. Rainey, James Salsburg, Henry Stinecker, Jeremiah Sankey, Lemuel Shaw, David Shontz, Daniel Swab, George Simonds, F. B. Smith,

Wm. Simler, Aaron H. Smith, W. S. Starrett, Sandford Tippery, John M. Test, Charles Taylor, Henry Vaughn, Samuel Wells, Henry B. Wilcox, Geo. W. Wythe, Wm. Wagoner, James G. Wighamam, Daniel Wilhelm, John A. Wolf, Peter Weber, Fred Yocum, Geo. H. Zeigler, John Newman, G. G. Pottsgrove, Wm. H. McCausland, Wm. Dixon, Michael Stover.

Old cemetery, Isaac Dolph, Wm. Dolph, John Howe, Isaac Harper, M. H. Jolly, John Hudson, John Shimel, John J. Smith, Peter Snyder, Martin Ditts, E. L. Reed.

PRESIDENT HARRISON'S VISIT

September 20th, 1890, was one of the greatest days in the history of Philipsburg, for it brought the opportunity of entertaining a President of the United States in the person of Benj. Harrison, the incumbent of that high office at that time. Many men of prominence had been visitors to and travelers through the little mountain town, but never had a real, live President been within its bounds.

At the solicitation of powerful friends, Mr. Harrison, who was resting at Cresson, was induced to visit this region, and at half-past two o'clock the Presidential train steamed into the town amid huzzas from the throats of fully six thousand people.

The President's party rode in the private car of Mr. Geo. B. Roberts, President of the P. R. R. Stepping out to the platform on the rear end of the car, Mayor Warfel addressed the audience and introduced the President, who made a very delightful address, and the party then, in carriages provided for the purpose, made a tour of the town.

Among the incidents upon the route were when the school children at the public schools refused to keep in line as ordered, in their wild desire broke away and surrounded the carriage of the President and the Mayor, and when Mrs. Geo. B. Simler presented to the distinguished guest a bouquet of beautiful flowers and received his heartiest thanks.

The Old Church

BY HENRIETTA FOSTER.

We say the "Old Church," yet comparatively speaking, it is not old, but is with one exception the last link uniting us with the early days of our town. What a host of worshippers it would call up that now make a part of the dust of the neglected graveyard.

"Each in his narrow cell forever laid,
The rude forefathers of the hamlet sleep."

Nature has dealt rather kindly with the old building. 'Tis true, the sharp tooth of time has nibbled its corners, and its general appear-

ance plainly shows that the great destroyer is slowly but surely completing its ruin, yet its broken halls and darkened turret appeal to us as worthy veneration. It is like a friend who has walked with us through childhood's days down to old age, losing symmetry and beauty as the years relentlessly demanded this tribute.

The battle of Waterloo was still fresh in the minds of our people, and Napoleon had been a prisoner on St. Helena a little less than five years when the logs were hewn for

the central or main part of the church. A few years before, Mr. Hardman Philips had presented the town with a plot of ground for a graveyard, and upon this same ground the citizens decided to build. I have an old paper before me upon the back of which is written: "Subscriptions to Meeting House." As it may be of interest to some of my readers I will give the heading of this paper verbatim:

"We, the subscribers, wishing to have a house built which will answer the double purpose of a school, and place of worship to be free for religious preachers of the Gospel of all denominations do promise to pay to William Kinnear, and Samuel Turner, the respective sums hereunto subscribed by us to be applied by them to this purpose."

The first name on the list that follows is John Lorain—\$10.00. He was the great grandfather of our present townsman, Charles Lorain, and it is doubtful if the aforesaid citizen can produce a finer signature. Then comes the names of Dewees, Test, Philips, Flegal, Hancock, Simler, Ayres, McGirk, and hosts of other familiar names, many of whose descendants are still with us; then down the list we find John Lorain a second time, with additional subscription, Mr. Hardman Philips giving \$25.00. This being the largest amount by any one person on the paper, the smallest sum \$1.00. Some that could not give money gave so many days' work. So the plain log house was built, and was called the Union Church.

From what has been handed down orally and from what I have gathered from the fragments of old papers it was deemed necessary in 1841 to repair the building. An old paper relating to the work reads as follows: "The roof is to be new shingled, tin spouts added, inside lathed and plastered, outside to be roughcast, on the west end an addition to be made to contain the pulpit, communion table and a vestry, the body of the church to be pewed, belfry and bell to be added." For this purpose a second subscription was taken of \$300.00.

Of course, the amount subscribed was insufficient and Mr. Hardman Philips furnished the needed money, directing the work and completing the building, and "Thereby hangs a tale."

As the church was remodeled and planned to suit the peculiar wants and conveniences of a Protestant Episcopal congregation, Mr. Philips wanted to claim it as the Trinity P. E. Church of Philipsburg. To this the citizens objected, claiming that Mr. Philips had added extravagances utterly unnecessary for a Union Church, and they refused to relinquish their claim, which they considered paramount. So a fight began ending in a law suit.

I will give the heading of a third subscription which will better explain the situation: "The Subscribers hereby agree to pay the sum set opposite their names, respectively, for the purpose of defraying the expense ensuing in the defense of the Union Church in a suit instituted by Hardman Philips to recover an alleged debt against said church." In this contest James McGirk led the citizens, so it might be said it was Hardman Philips vs. James McGirk. After rather a tedious lawsuit the citizens were victorious and from that time it remained a Union Church. The Episcopalians, however, continued to worship in the church, and when a clergyman was not available, Mr. Philips read the service.

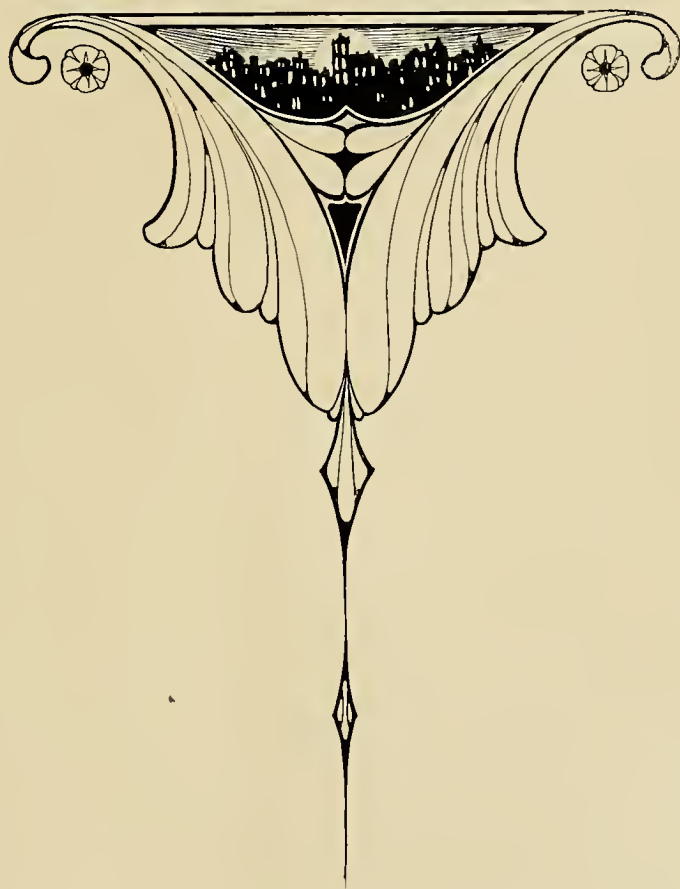
Hardman Philips spent a fortune here, among the industries he built a screw mill, which is said to have been the first in the United States. It was built at Point Lookout, and after operating a few years was closed, because of the expense attending the hauling of the iron in wagons from over the mountains. Every vestige of the screw mill has disappeared long years ago, but the old church still stands, as I have already said, almost the last of the old landmarks. The building has not been without a friend in the Village Improvement Society which has spent some money on it in repairs, but the task of repairing it seems hopeless, as the entire structure is so far decayed that repairing would literally mean building a new church. Still let us do what we can to preserve it as long as possible for the "Days lang syne."

And now, if I may be allowed to digress, I would like to pay a tribute to Mrs. Hardman Philips, for if the Protestant Episcopal Church favored canonization she would have been placed in the Calendar of Saints. Like the Master she served, she went about doing good. There were no poor that did not know the sound of her coming feet, and none sick that did not feel the touch of her tender hands. She was greatly attached to her American home, and its surroundings, the "Philips Mansion," as it was called, and how gratifying that by its present owners it is so beautifully kept, and all that is associated with Mrs. Philips is so sacredly guarded. The woods she so dearly loved, the trees grouped as pleased her fancy, her children's garden, the part of the grounds appropriated to her pansies, where she found the quaint faces in each variety, are all associated with the writer's childhood. But the loveliest picture in memory's wall is her face, which, though falling short of beauty's standard, was illumined by the noble characters it revealed:

"None knew her but to love her,
None named her but to praise."

Philipsburg

ILLUSTRATED

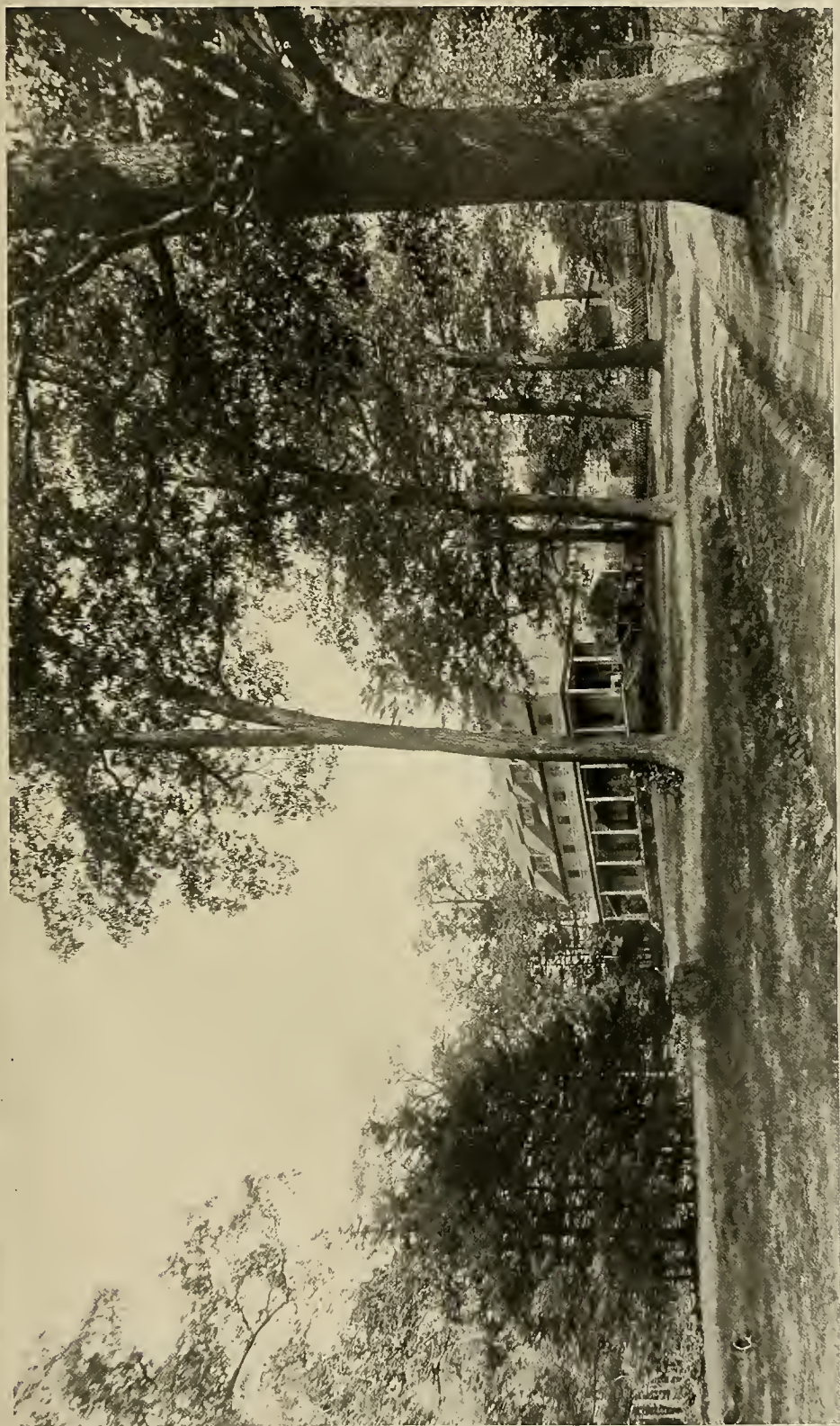




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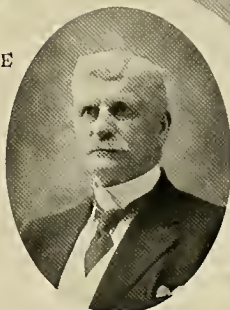
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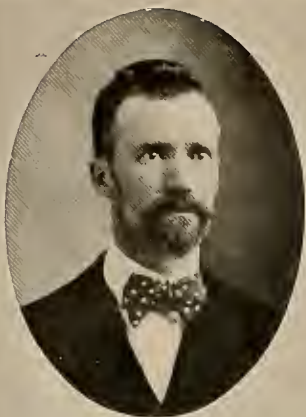
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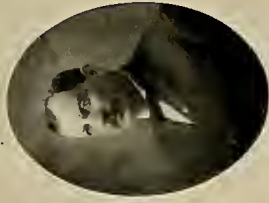
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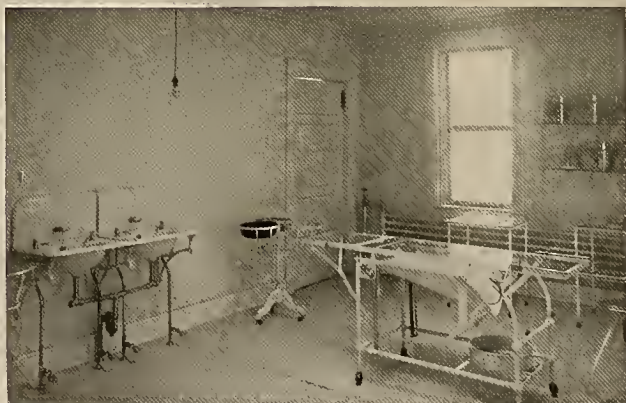
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PRIVATE ROOM



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OPERATING ROOM



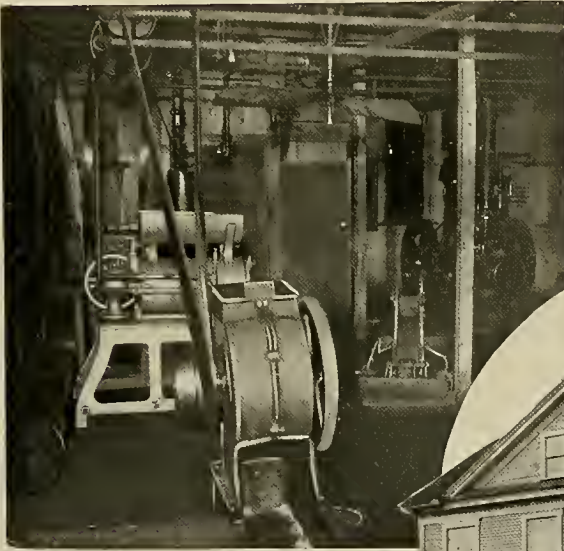
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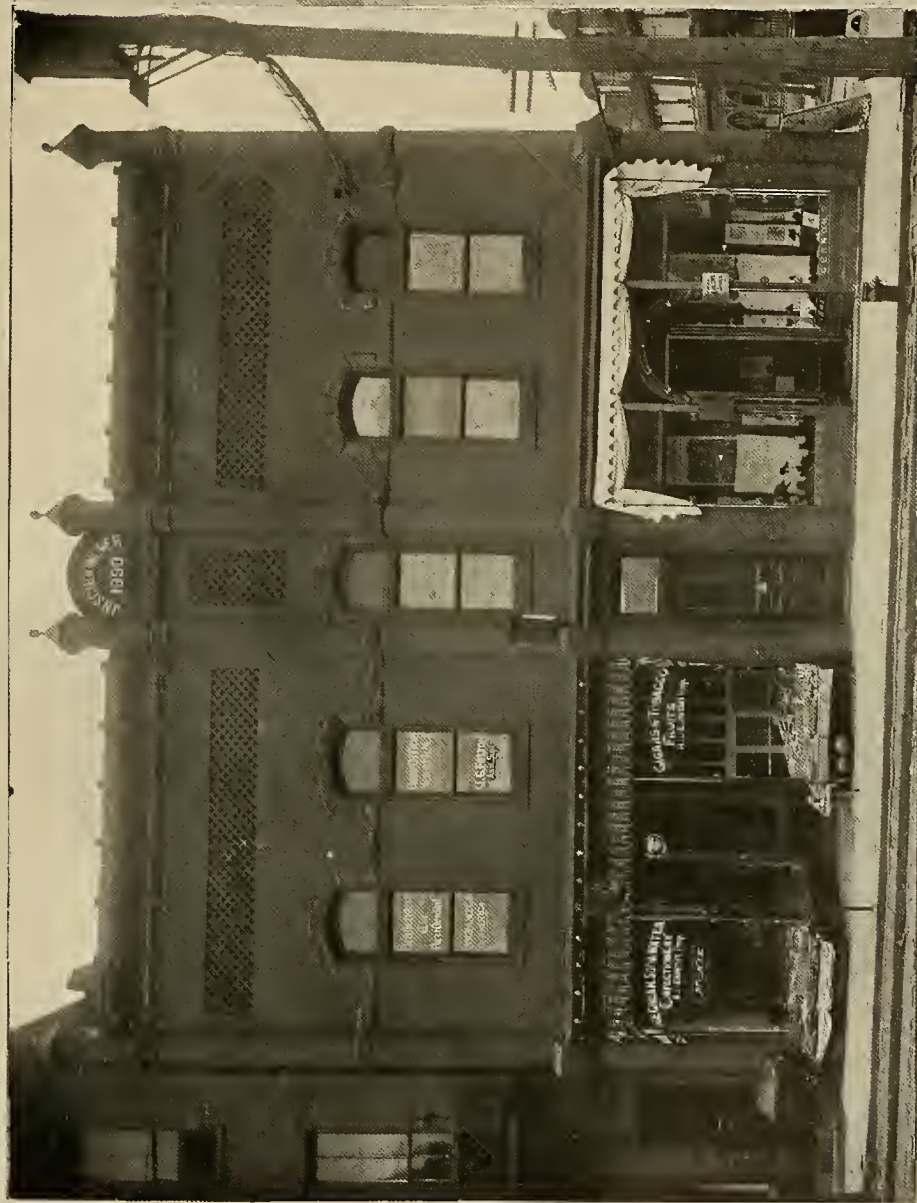
*INTERIOR VIEW
of LAUNDRY*

*INTERIOR VIEW
of GARMENT
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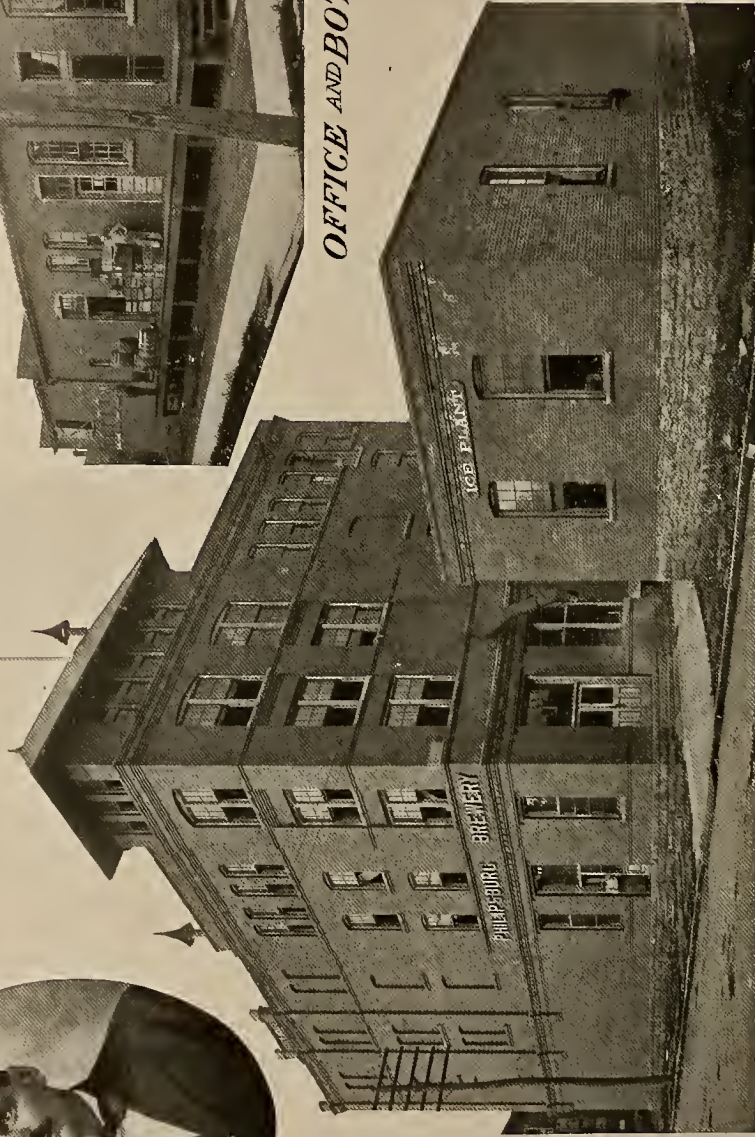
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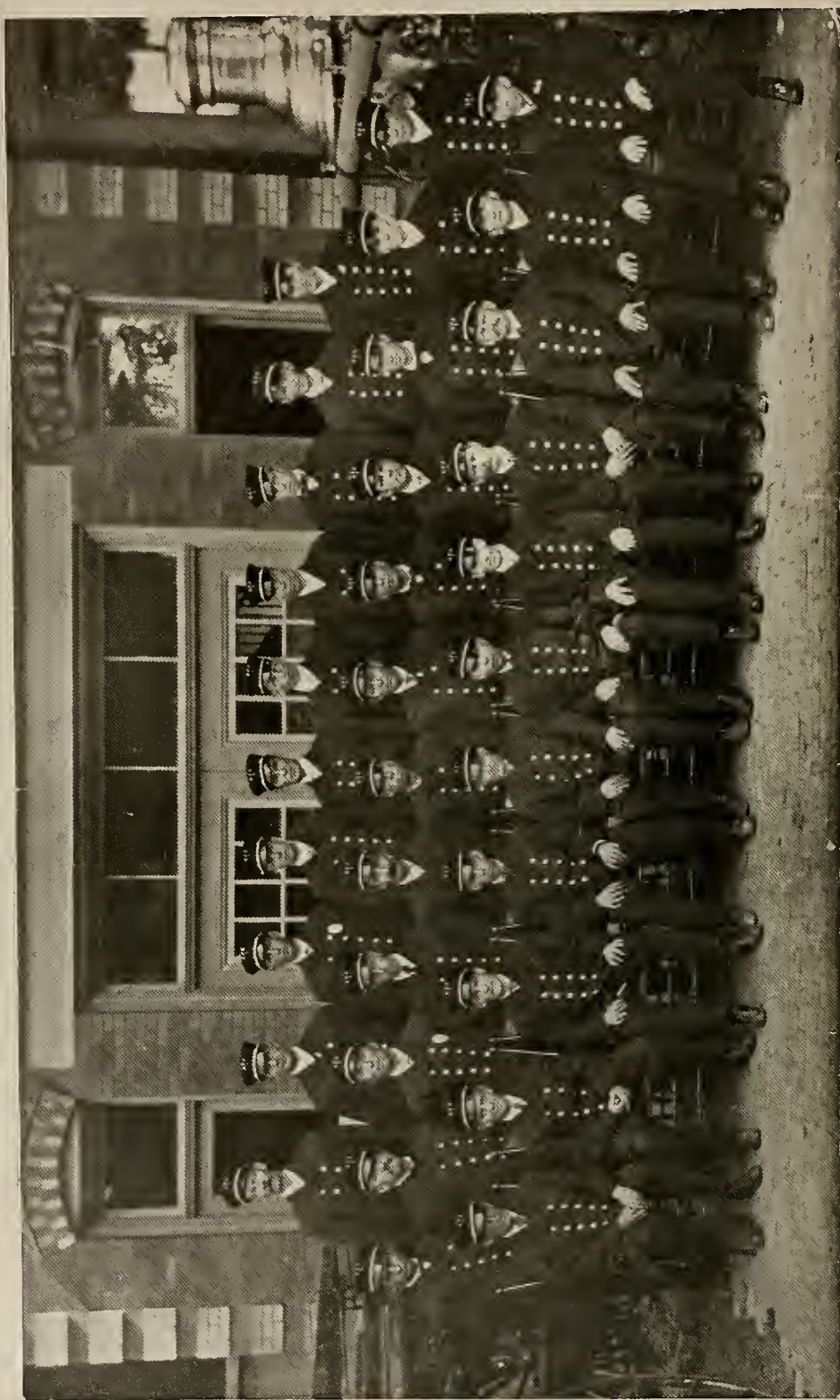
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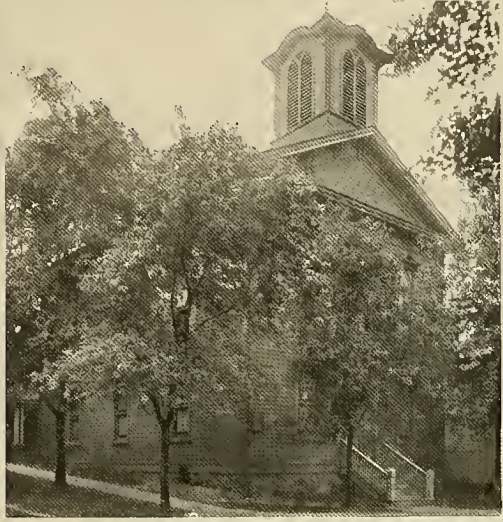


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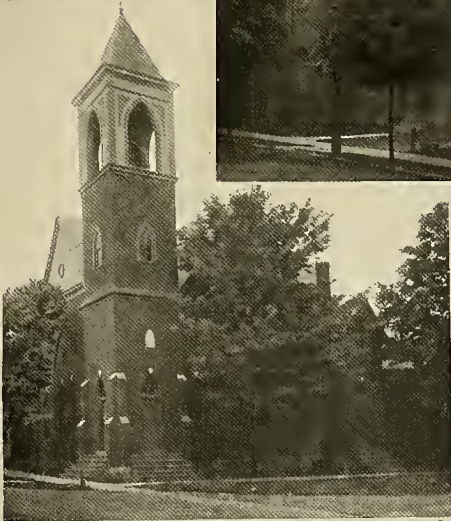
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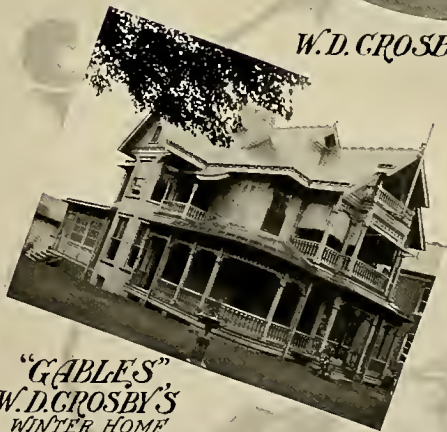
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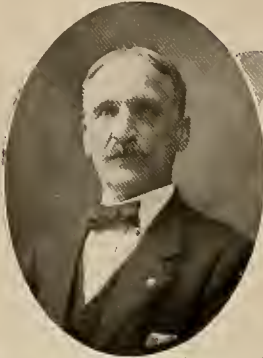


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E. E. DEMI



JOHN GOWLAND
PRESIDENT & CHAIRMAN
EXECUTIVE COMMITTEE



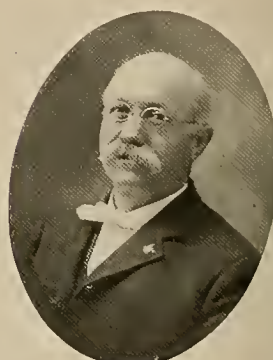
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FRANK WEBER
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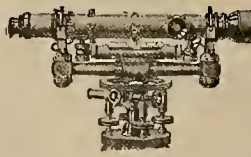


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J. W. STEIN.
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